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

AGENDA

PLANNING COMMITTEE

2.00 PM - TUESDAY, 13 JANUARY 2015

COMMITTEE ROOMS 1/2 - PORT TALBOT CIVIC CENTRE

PART 1

1. To receive any declarations of interest from Members.

2. To receive the Minutes of the previous meeting held on 2nd December, 2014 *(Pages 1 - 2)*

3. To request a Site Visit(s) from applications presented.

Report of the Head of Planning

SECTION A MATTER FOR DECISION

4. Nationally Significant Infrastructure Project (NSIP) : Power Generation Enhancement Scheme at Port Talbot Steel Works, Margam
Local Impact Report and Written Representations
(Pages 3 - 188)

SECTION B MATTERS FOR INFORMATION

5. Appeals Received *(Pages 189 - 190)*

6. Delegated Applications Determined between 24th November 2014 and 5th January 2015 *(Pages 191 - 208)*

7. Any urgent items at the discretion of the Chairman pursuant to Section 100B(4)(b) of the Local Government Act 1972.

S.Phillips
Chief Executive

Civic Centre
Port Talbot **Wednesday, 7 January 2015**

Committee Membership:

Chairman:	**Councillor R.G.Jones**
Vice Chairman:	**Councillor E.E.Jones**
Members:	Councillors Mrs.A.Chaves, D.W.Davies, Mrs R.Davies, Mrs.J.Dudley, S.K.Hunt, D.Keogh, Mrs.S.Paddison, Mrs S.M.Penry, R.Thomas and Mrs L.G.Williams
Cabinet UDP/LDP Member:	Councillor A.J.Taylor

PLANNING COMMITTEE

Members Present: **2nd December, 2014**

Chairman:	**Councillor R.G.Jones**
Vice Chairman:	**Councillor E.E.Jones**
Councillors:	Mrs.A.Chaves, D.W.Davies, S.K.Hunt, D.Keogh, Mrs.S.Paddison, Mrs.S.M.Penry, R.Thomas and Mrs.L.G.Williams
LDP/UDP Member:	Councillor A.J.Taylor
Officers In Attendance	S.Ball, D.Adlam, I.Davies and Miss.G.Cirillo

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1. **CHAIRMAN'S ANNOUNCEMENT**

The Chairman reminded Members of the Procedure Note for Members of the Public/Applicants Right to Speak at Planning Committee, which would be adhered to at the Planning Committee Meetings from hereon, when appropriate.

2. **MINUTES OF THE LAST MEETING**

RESOLVED: that the Minutes of the Planning Committee held on the 11th November, 2014, as circulated, be confirmed as a true record.

Report of the Head of Planning

PLANNING APPLICATION RECOMMENDED FOR APPROVAL

3. **APPLICATION NO: P2014/0788**

Siting of demountable buildings for use as classrooms, staffrooms and toilets for a temporary period not exceeding 24 months. (Phase 1 of which was approved under P2014/0294) (Amended sewerage details) at Ysgol Gyfun Ystalyfera, Glan Yr Avon, Ystalyfera SA9 2JJ.

In accordance with the Council's approved Public Speaking Protocol, Mr. S. Davies (Objector) and Mr. J. Davies, Neath Port Talbot County Borough Council (Appellant - Right of Reply) addressed the Planning Committee.

RESOLVED: that the above mentioned Application be approved, in accordance with the Officer's recommendation, and subject to the Conditions, as detailed in the circulated report.

4. **DELEGATED APPLICATIONS DETERMINED BETWEEN THE 14TH OCTOBER AND 2ND NOVEMBER, 2014**

Members received a list of Delegated Applications which had been determined between the 14th October and 2nd November 2014, as detailed within the circulated report.

RESOLVED: that the report be noted.

CHAIRMAN

SECTION A – MATTERS FOR DECISION

3. NATIONALLY SIGNIFICANT INFRASTRUCTURE PROJECT (NSIP): POWER GENERATION ENHANCEMENT SCHEME AT PORT TALBOT STEEL WORKS, MARGAM - LOCAL IMPACT REPORT AND WRITTEN REPRESENTATIONS

Report Background

Members will be aware that Tata Steel Works Ltd proposes to design, construct and operate an electricity generating station located at Port Talbot Steel Works. The scheme is.

The project (described below) is defined as a Nationally Significant Infrastructure Project (NSIP), which has been submitted to the Planning Inspectorate for determination, and has been accepted for consideration.

The process for the determination of such applications is set out within The Planning Act 2008 (as amended). In accordance with the Regulations, as a relevant Local Authority Neath Port Talbot Country Borough Council (NPT) has been invited to submit a Local Impact Report (LIR).

Section 60(3) of the Act specifically relates to the requirements in regard to a LIR and defines the document as *'A Report in writing giving details of the likely impact of the proposed development on the authority's area (or any part of that area)'*. In the production of this document the Authority has had regard to the Planning Inspectorate's Advice Note One: Local Impact Reports (April 2012).

Note One states that *'It is intended that the LIR should be used by the Local Authorities as the means by which their existing body of local knowledge and evidence on local issues can be fully and robustly reported to the examining Authority... The document should not replicate the information within the EIA.'* Nor should it replicate any of the supporting information submitted with the application. It continues on to state that *'Rather it should draw on existing local knowledge and experience. Examples might be local evidence of flooding, local social or economic issues or local knowledge of travel patterns to community facilities'*.

The note states that the report should consist of positive, neutral and negative local impacts, stating a clear evaluation of the importance of these impacts in a structured document, together with an assessment of the development's compliance with local policy and guidance. The report should also detail the Authority's views on the Development Consent Order (DCO). However the LIR should not weigh or state opinions on the development itself.

In addition to the LIR, the Authority may also submit Written Representations (WR). It is within this document that the Authority can state its views and opinions on the proposed development, providing evidence to support their case.

As well as the LIR and WR the Authority is also required to agree a Statement of Common Ground (SoCG) with the developer. During the course of the examination process the Authority may be required to answer written questions posed by the examiners, requests for further information or to submit written comments on the proceedings as required by the Examining authority.

The Examination itself is predominately a written-led process, but there are a number of hearings that will take place, including an open floor event, a site visit and topic specific hearings. So far the Examiners have scheduled 4 dates for such hearings with provision for an additional 1 day if required.

Brief Description of Proposal

The proposed development comprises a new power station and associated infrastructure including a new 66Kv electrical connection to the existing substation located close to Margam to the south west of the larger steel works site.

The Applicant proposes to enhance the existing onsite capacity (presently 117 MW) by installing up to two new boilers (nominally 164 Mega Watt thermal (MWth) each) and up to two new steam turbines with a gross capacity of up to 150 Mega Watt electrical (150 MWe). The turbines will be housed in a new building adjacent to existing power generation facilities and will be connected to the existing Blast Furnace Gas distribution network in order to receive gases through a new pipe network. It is intended that the power generation will be powered by waste gases produced during the blast furnace process which is presently flared to the atmosphere.

Three turbo alternators (nominally 8MWe each, total of 24Mwe), four boilers and up to three stacks from the existing power generation facilities will be decommissioned. The Applicant is not seeking to demolish these under this application but should the Development Consent Order (DCO) be granted the applicant will apply to the local planning authority for the necessary consents once the proposed development is fully commissioned and in reliable and continuous operation.

The proposed development would result in the total onsite power generation capacity at the Port Talbot site increasing to a maximum of 245MWe. The development comprises of several major components as well as ancillary buildings as follows (indicative dimensions):

- Turbine hall and a boiler house turbine hall up to 25m high x 55m long x 85m wide, boiler house up to 35m high (at apex) x 60m long x 65m wide
- Cooling Towers up to 22m high x 160m long x 25m wide
- Up to two stacks (80m in height).
- Electrical connection 66kv, approximately 2.8km in length to be run underground, off existing above ground infrastructure or a combination of both an electricity transformer compound including a building for housing electrical switchgear;
- Switchgear station building up to 35 m long and 55 m wide.
- A condensate storage tank and additional condensate polishing units for an existing water treatment plant;
- An extension to existing utility connections (water, nitrogen, natural gas and compressed air) from the existing on site utilities pipe work infrastructure to the generating station;
- Security infrastructure, including perimeter fencing and site lighting infrastructure, including perimeter lighting columns;
- Modifications to the existing internal road layout for the provision of site vehicular access, roads, pedestrian network, parking and cycle storage;

Report

The Council's Local Impact Report and Written Representations are appended to the Committee Report as Appendices A and B respectively. The appendices referred to in the LIR are available to view electronically and online but are not attached in hard copy to this report as they are lengthy documents.

The LIR indicates that whilst the Authority is generally supportive of the proposal in principle it is acknowledged that there are a number of concerns in particular the final design of the proposed buildings bearing in mind the location in a prominent position close to Harbour Way. Providing these concerns are overcome the Authority would be minded to support the proposed development.

This would also be conditional upon the concerns identified with the DCO being addressed.

RECOMMENDATION

To accept the Local Impact Report and Written Representations and to delegate powers to the Head of Planning and Development Manager – Planning to allow any appropriate amendment or alteration to them as maybe necessary prior to their submission.

NEATH PORT TALBOT COUNTY BOROUGH COUNCIL

LOCAL IMPACT REPORT

Power Generation Enhancement scheme at
Port Talbot Steel Works, Margam.

PINS REFERENCE: ENO10062

NPT REFERENCE: P2014/0898

Planning Department
The Quays,
Brunel Way,
Port Talbot
SA11 2GG

January 2015

1.0 PURPOSE AND STRUCTURE OF THE LIR.

1.1 The Local Impact Report is a requirement where a Nationally Significant Infrastructure Project (NSIP) has been submitted to the Planning Inspectorate for determination and has been accepted for consideration. In this particular case, the submission of a project for a proposed Tata Steel power enhancement scheme which involves the construction, operation and maintenance of a new gas fired electricity generating station of up to 150MW together with integral electrical and gas connections.

1.2 The process for determination of such applications is set out within The Planning Act 2008 (as amended). In accordance with the Regulations, as a relevant Local Authority, Neath Port Talbot Country Borough Council (NPT) has been invited to submit a Local Impact Report (LIR). S60(3) of the Act specifically relates to the requirements in regard to a LIR and defines the document as *'A Report in writing giving details of the likely impact of the proposed development on the authority's area (or any part of that area)'*. In the production of this document the Authority has had regard to the Planning Inspectorate's Advice Note One: Local Impact Reports (April 2012).

1.3 Note One states that *'It is intended that the LIR should be used by the Local Authorities as the means by which their existing body of local knowledge and evidence on local issues can be fully and robustly reported to the examining Authority... The document should not replicate the information within the EIA.'* Nor should it replicate any of the supporting information submitted with the application. It continues on to state that *'Rather it should draw on existing local knowledge and experience. Examples might be local evidence of flooding, local social or economic issues or local knowledge of travel patterns to community facilities'*.

1.4 The note states that the report should consist of positive, neutral and negative local impacts, stating a clear evaluation of the importance of these impacts in a structured document, together with an assessment of the development's compliance with local policy and guidance. The report should also detail the Authority's views on the Development Consent Order (DCO).

2 SITE DESCRIPTION AND SURROUNDINGS.

2.1 The Tata steel works complex covers approximately 1005.5 hectares (2500 acres) of intensively developed industrial land located between the towns of Port Talbot, Margam, the coast and the hills beyond, known as Mynydd Brombill. The larger steel works site is bounded by Margam Moors SSSI to the south, Port Talbot docks and town to the north and east, the London mainline railway and M4 transport corridor to the east and the coast to the west.

2.2 The application site is approximately 22.9 hectares in area and located within the north east section of the steel works and consists of a level area of land which was previously used as an on-site coke works.

2.3 The areas surrounding the site consist of long established industrial and infrastructure developments including a large number of buildings and engineering structures associated with the production of steel. Significant developments have recently been completed immediately to the east of the application sites including the peripheral distributor road (PDR), which has exposed the steel works to an increased visibility to vehicular traffic both entering and leaving Port Talbot together with the Tata main stores warehouse, visitor and training centres, which is an award winning building which is also visually prominent in both scale and siting adjacent to the PDR.

2.4 The nearest residential properties are located approximately 200 metres to the east of the boundary of the site on the opposite side of the recently constructed PDR and the existing mainline railway line.

2.5 It is noted that the proposal forms part of a larger overall redevelopment of the site involving the rebuilding of No 4 Blast Furnace, replacement stacks and casting house, improvements to the off gas and cooling systems and replacement gas holder and re-cladding of a number of large industrial units adjacent to the PDR.

3 DETAILS OF THE PROPOSAL.

3.1 The proposal has been described in detail within the Environmental Statement, however a brief description is given below.

3.2 The proposed development comprises a new power station and associated infrastructure including a new 66Kv electrical connection to the existing substation located close to Margam to the south west of the larger steel works site.

3.3 The Applicant proposes to enhance the existing onsite capacity presently 117 MW by installing up to two new boilers (nominally 164 Mega Watt thermal (MWth) each) and up to two new steam turbines with a gross capacity of up to 150 Mega Watt electrical (150 MWe). The turbines will be housed in a new building adjacent to existing power generation facilities and will be connected to the existing Blast Furnace Gas distribution network in order to receive gases through a new pipe network. It is intended that the power generation will be powered by waste gases produced during the blast furnace process which is presently flared to the atmosphere.

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3.5 The proposed development would result in the total onsite power generation capacity at the Port Talbot site increasing to a maximum of 245MWe. The development comprises of several major components as well as ancillary buildings as follows (indicative dimensions):

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- Cooling Towers up to 22m high x 160m long x 25m wide
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- Electrical connection 66kv, approximately 2.8km in length to be run underground, off existing above ground infrastructure or a combination of both an electricity transformer compound including a building for housing electrical switchgear;
- Switchgear station building up to 35 m long and 55 m wide.
- A condensate storage tank and additional condensate polishing units for an existing water treatment plant;
- An extension to existing utility connections (water, nitrogen, natural gas and compressed air) from the existing on site utilities pipe work infrastructure to the generating station;

- Security infrastructure, including perimeter fencing and site lighting infrastructure, including perimeter lighting columns;
- Modifications to the existing internal road layout for the provision of site vehicular access, roads, pedestrian network, parking and cycle storage;

3.6 It is noted that the proposal may take the form of either a single stage or a two stage development referred to as option 1 and option 2 respectively. Option 1 would involve the full and complete construction of the proposed development whereas option 2 would break the development down into two distinct phases. Phase one would result in the construction of one stack, one boiler and associated turbine sets being installed. While phase 2 would be optional and would be completed up to 10 years later. Under phase 1 only the building envelope for the single boiler and turbine will be constructed although the groundworks for the second phase building would be undertaken. Half the cooling towers would be constructed along with the 66Kv connection and switch gear building. The phase 1 contract would be approximately 36 months in duration with phase 2 being 24 months. During the period between phase 1 and phase 2 the existing power generation equipment would continue to operate. Once phase 2 comes on line the old plant would be decommissioned.

3.7 Access to the site for construction purposes would be via the recently constructed Peripheral Distributor Road (PDR), Harbour Way. There is an existing access point off the roundabout adjacent to the application site which would give direct access to the PDR.

4 RELEVANT PLANNING HISTORY

4.1 There have been a number of major developments both within the Tata steel works complex and within the immediate surrounding area which are considered relevant to the examination of the project. These include:

- Application (P2006/1455) a Section 36 application for the construction of a 350 MW biomass fired power station deemed planning consent granted 20/11/2007. This development is located approximately 1.7 km to the west of the application site fronting the coast and the Afan estuary. Following the discharge of all pre-commencement conditions, he development was commenced in October 2012, which involved the construction of an access road. Whilst no further work has been carried out to date, in planning terms the site benefits from an extant consent which can continue to be implemented at any time.

- Application P2010/100 (Approved 17/2/2011) for the Peripheral Distributor Road (Harbour Way) a new four lane highway located between Port Talbot and the A48 Margam. The road was opened in October 2013 and will provide access to the application site via roundabout number 2 and 2c.
- Application P2010/878 – two 120m high furnace stacks - Approved 25/5/2011 completed
- Application P2011/0688 storage facilities with associated offices, detached training centre, detached visitors centre and detached medical facility. This is a major development fronting the PDR replacing existing buildings within the Tata steel complex and providing a new access to the site directly off the PDR.
- Application P2011/707 – Blast furnace No 4 rebuild – Approved 31/5/2012 completed.
- Application P2012/750 – Replacement cooling system and demineralisation plant – Approved 23/3/2013 completed
- Application P2012/1070 – Replacement gas holder - Approved 15/7/2013 completed
- Application P2013/708 - Recladding industrial units – Approved 1/10/2013 completed

5 STATUTORY DEVELOPMENT PLAN / LOCAL POLICY DOCUMENTS

5.1 The current Development Plan for this area is the Neath Port Talbot Unitary Development Plan which was adopted in March 2008.

5.2 On 30th September the Council submitted its Local Development Plan (LDP) to the Welsh Government for Examination**.** However, due to the stage of the process that the LDP is currently at, it is not considered to be a material planning consideration in the determination of the current project.

5.3 The Neath Port Talbot Unitary Development Plan is support by a number of Supplementary Planning Guidance (SPG) documents. The relevant documents pertinent to this project are:

- Port Talbot Harbourside & Town Centre Development Framework (April 2011) – Emphasises the importance of Harbour Way (PDR) as a catalyst for economic and physical regeneration in the former industrial area of Harbourside, with the area becoming a key gateway to Port Talbot, opening up major development opportunities that have potential to provide long term benefits to the town. Also includes requirements for developments to demonstrate that there would be no adverse affects upon air quality objectives.
- Developer Contributions
- Biodiversity
- Landscaping

5.4 However, these documents will be undergoing review and update as part of the LDP process.

5.5 In addition to the Development Plan, the Authority has a Single Integrated Plan 2013-2023, which sets out the Council's vision for Neath Port Talbot and the steps it will take to protect and improve local services and to support communities. This includes the reduction in the carbon footprint and seeking to ensure effective management systems to provide health and clean air.

6 LOCAL AREA CHARACTERISTICS AND DESIGNATIONS

Designated Sites

6.1 Kenfig – is a nationally important site, designated as both a Special Area of Conservation (SAC) and a Site of Special Scientific Interest (SSSI). It is also a National Nature Reserve (NNR). The protected site is located approximately 4 kilometres to the south of the application site.

6.2 Crymlyn Burrows – is a 55 hectare site located approximately 6.5 kilometres to the north west which is designated as a Special Site of Scientific Interest (SSSI) of national significance. The site has both Sand Dune and Salt Marsh Habitats.

6.3 Crymlyn Bog – This is a wetland of international importance as reflected by its designation as a Ramsar site, but its national importance is also recognised by its designation as a Special Area of Conservation (SAC) and also as a SSSI. The authority is unaware of any direct potential impacts that the proposed project would have upon this protected site.

6.4 Eglwys Nunydd, SSSI, Margam Moors SSSI also lie approximately 3.5 kilometres to the south of the application site.

7 CONSIDERATION OF IMPACTS AND ADEQUACY OF RESPONSE

7.1 The following section identifies the relevant issues to be included in the Local Impact Report. There are a number of interrelated issues not just within the immediate area but within South Wales and further afield which would be impacted upon by the proposal these are listed below:

- Principle of Development
- Landscape and Visual impact
- Air Quality Emissions, Noise and Vibration
- Ecology and Biodiversity
- Traffic and Transport
- Socio Economic Impact (including future of employment in Neath Port Talbot and in the wider region)
- Ground Contamination
- Archaeology and Cultural Heritage

7.2 Principle of Development

Local Policy

7.2.1 Within the Neath Port Talbot Unitary Development Plan (UDP), Policy 10 states that 'the expansion or redevelopment of existing enterprises will wherever appropriate be encouraged' while Policy EC2 states that proposals for the re development, intensification and expansion of existing industrial and business premises will be permitted unless unacceptable impacts on local amenities, existing industrial and commercial activities townscape, landscape, biodiversity or highway safety are created. Policies GC1: New Buildings/Structures and Changes of Use and GC2: Engineering Works and Operations (Including Minerals and Waste) set out the Council's General considerations framework to guide the consideration and assessment of all development proposals.

7.2.2 Within this wider Policy context, the Council recognises the overarching importance for the continuation of steel production at Port Talbot, and the role of this proposed development in terms of onsite energy generation, increasing efficiency significantly and reducing the costs of production of the plant. Accordingly, there is general support for the development subject to a detailed examination of the impacts to ensure the development complies with the

criteria and requirements of the other Development Plan policies, notably in respect of landscape and visual impact and air quality. The development's compliance with these more issue-specific policies and criteria is considered within the remainder of the report below.

7.3 Landscape and Visual Impact

Local Policy

7.3.1 Policy ENV3: Impacts on the Landscape - resists development which would unacceptably impact upon the skyline, views, panoramas, contributing factors within the character of the local landscape and special historic interests.

Key Local Issues : The Coastal Plain

7.3.2 The Neath Port Talbot Landscape Assessment (White Consultants: December 2004) provides a detailed overview of the coastal plain, , a summary of which is as follows:

"The landscape to the south west of the county borough is the landscape of the coastal plain, stretching from Margam Burrows in the south to the border with Swansea along Swansea Bay. The dominance of the sea, large, open and exposed, has a strong impact on the area's character. The sweep of the bay with large sandy beaches and views to Mumbles Head and England in the distance is a superb edge to the county borough. The dune complexes bordering the beach are impressive and important natural features which would have dominated the coastline in the past but have been replaced with development over much of their length and are now under pressure for recreation. These include those at Crymlyn, Baglan and Kenfig.

The area is the most heavily developed and settled part of the County Borough containing the settlements of Port Talbot, Baglan and Margam. The predominantly two storey residential built form is dominated by adjacent heavy industry related to the coast, particularly the impressive and visually distinct form of the Port Talbot steelworks to the south. To the north, the Baglan Chemical works are being transformed into a major commercial site with key note architecture. In addition, there are numerous other commercial and industrial developments. The busy M4 is a strong linear element sitting just below the adjacent scarp slope and running the length of the plain. This is important to the perception of the area and is a major source of noise and movement".

7.3.3 The immediate local area has undergone a number of significant developments within the past five years including the Peripheral Distributor Road (Harbour Way) the Tata stores and associated facilities, and the rebuilding of the blast furnace 4 together with a number of additional developments within the steelworks complex. Margam Burrows and Kenfig,

however, remain largely unchanged whilst to the north the area encompassing Port Talbot docks has seen the commencement of a number of major developments associated with the comprehensive redevelopment plan for the area, including the nearby Harbourside Strategic Regeneration Area (See SPG plan at *Appendix 1*) However the steelworks complex remains the most predominant feature within the landscape, with its large horizontal and vertical structures dominating this section of the coastal plain for a significant length of the M4 to the north and south and from significant sections of Swansea Bay.

7.3.4 The proposed development is located between the PDR and the existing steel works. The infrastructure serving the steel plant provides a significant industrial backdrop when viewed from the PDR. The proposed structures are located on the edge of an area which is already dominated by horizontal and vertical structures and have a similar function being predominantly buildings associated with the existing power plants. It is acknowledged that the proposed development will result in this part of industrial complex being brought closer to both the PDR and the residential communities to the west, however it is considered that the distances, physical barriers and the previous use of the land as a coke works particularly in relation to the residential areas will ensure the development is able to assimilate into its industrial context, and, subject to detailed design matters as discussed below, assist in reducing the visual impact of the development.

7.3.5 Although the development is considerable in scale, it will be largely viewed within this significant industrial context and, accordingly, providing the proposed building is of high quality design, has the potential to provide a substantial screen for a considerable section of the older infrastructure.

7.3.6 With regard to the potential impact upon residential amenity (visual impacts), the topography of the immediate surrounding area is flat and level with no significant changes in elevation. The nearest residential areas of Taibach and Margam lie to the east and south east respectively with a separation distance between the proposed development and the nearest dwellings of between 180 to 200metres. However, the main line railway embankment lies between the proposed development and a significant number of the nearest residential dwellings and is likely to provide an effective visual barrier, with only parts of the development, notably the stacks, being visible.

7.3.7 Further to the east within approximately 500m of the site the land rises steeply forming the escarpments of Mynydd Emroch to the north east and Mynydd Brombil to the east. From these areas more of the development will be visible but at increasingly greater distances until at the top of the escarpment there will be clear views of the proposed development.

The design of the buildings

7.3.8 Recent developments including the Tata Stores and associated buildings, the re-cladding of the main strip mills together with the substantial landscaping associated with the PDR has provided a significant improvement to this important gateway to Port Talbot and the Port Talbot Docks development area.

7.3.9 Within this context the Council has the highest aspirations in respect of the quality of new development, especially for a scheme of this substance which is sited adjacent to the new PDR, and close to the Harbourside Strategic Regeneration Area and Port Talbot Town Centre. This reflects the importance of Harbour Way as a key gateway to Port Talbot, and as a catalyst for economic and physical regeneration.

7.3.10 In this regard, the Council is concerned that the illustrative drawings and photomontages submitted with this application to date do not demonstrate the clarity of design thought expected for a scheme of such magnitude, with such potential for significant landscape and visual impact, or reflect the acknowledged recognition in the ES that good design of the buildings associated with the development is an essential requirement.

7.3.11 In this regard, and while acknowledging that detailed design of any such power-generating plant will be an iterative process, it is nevertheless considered that the applicants should be required to further develop the design in order to adequately demonstrate their commitment to the development of a high quality, bespoke design which far exceeds the current relatively standard design submitted with the application.

7.3.12 The importance of this being submitted at this stage is considered to be two-fold: firstly, to provide the Council and the wider public, a greater degree of certainty that the development will be of the highest design quality; and secondly, to ensure that the parameters within the draft DCO are adequate to allow for any variation (in particular in height) which may be necessary for any additional design 'elements' (over and above, for example, the height of the turbine hall, boiler house etc.) to appropriately enhance the elevational treatment of the building(s). This will thus also provide the Council with the certainty it requires that any application for discharge of requirements at a later date will meet the Council's aspirations and would not be adversely prejudiced by the established parameters.

7.3.13 Accordingly, providing extensive and detailed consideration is given to a scheme of the highest quality in terms of design, use of materials and landscaping, (whether as two distinct phases or a single proposal) , and that

the applicant is able to demonstrate that commitment through additional submissions, it is considered that the proposed development would be unlikely to result in any significant detrimental impact in terms of visual amenity and has the potential to become a key landmark building which could enhance the appearance of this area of the steelworks.

Impacts and Adequacy of Application/DCO

7.3.14 The nature of the development restricts the details of the design to basic parameters of the buildings together with photomontages of the proposed buildings. Although the applicant has liaised with the Authority in advance, for the reasons given above it is considered that an additional level of detail is required in order to demonstrate the commitment to design quality. Nevertheless, subject to such matters being further developed, it is considered that the provisions relating to design detailed in requirement 4 of schedule 2 of the DCO will ensure that a high quality design could be achieved for this development, albeit it is likely that amendments would be required to cover all other aspects of infrastructure such as roads, pathways etc. associated with the development.

7.4 Air Quality Emissions, Noise and Vibration

Local Policy

7.4.1 Policy ENV15 – Air Quality, seeks to prevent development that would have an unacceptably adverse effect on air quality or which would expose people to an unacceptable level of air pollution. Policy ENV29 – Environmental Quality and Amenity states that development which would adversely affect the environmental quality or amenity of the surrounding area through causing unacceptable levels of pollution, disturbance, noise or nuisance will not be permitted.

Air Quality Impacts

7.4.2 The effects upon air quality are a key concern of the Authority in this area. The Taibach Margam Air Quality Management Area (AQMA) was declared by the Council on 11th May 2000 and became effective from 1st July 2000. Air quality monitoring in and around this area has continued since this date, with the most recent being the Council's Air Quality Progress Report (August 2014), a copy of which is provided at *Appendix 2*.

7.4.3 The National Air Quality Strategy establishes the air quality objective in relation to PM10s of no more than 35 days of exceedances above 50 ug/m3 per annum. The Council's measurements (see Fig 2.12 within *Appendix 2*)

detail PM10 exceedance days at the official monitoring station, which was at Groeswen Hospital up until 2007 and is currently at Port Talbot Fire Station. This graph shows a decline in the number of days on which exceedances took place (between 1999 and 2012). The latest figures show that the trend in exceedances is down.

Effects of stack emissions

7.4.4 The Environmental Statement shows that dispersion modelling has been carried out to assess the impact of nitrogen dioxide (NO2), sulphur dioxide (SO2), carbon monoxide (CO) and fine particulates (PM10 and PM2.5). The assessment was made at thirty three nearby residential receptors. The modelling also accounted for the effect of terrain and locally derived meteorological data. It is concluded that stack emissions from the new development were predicted to be not significantly different from the existing scenario and as such it is considered that the development would not be likely to have a detrimental affect upon air quality in the area.

Effects of construction

7.4.5 An assessment was made of the effect of dust from construction. This was carried out in accordance with the guidance published by the Institute of Air Quality Management (IAQM). This showed that in the absence of mitigation the potential exists for moderate adverse dust and PM10 impacts to occur due to earthworks and was also potential for slight adverse dust and PM10 impacts to occur during construction activities. However, these adverse effects may be reduced to negligible significance if effective mitigation measures are implemented and enforced within a Dust Management Plan (DMP). It is considered that such a plan can be controlled under the DCO via the imposition of an additional requirement.

7.4.6 With respect to the impacts of dust during the construction phase, the Head of Business Strategy and Public Protection (noise) is satisfied with the objectives of requirements 10 and 11 of Schedule 2 to the Draft Development Control Order which make reference to Dust Management and Noise Management Plans. However, it is noted that the Management Plans do not mention requirements to investigate failures of dust or noise controls and to implement mitigation or remedial works if necessary. This information will need to be provided in the final Dust and Noise Management Plans and as such the wording of the requirements will need to be amended accordingly.

7.4.7 Pollution from vehicles associated with construction has been assessed using the DMRB screening tool and the impact from NO2 and PM10 was negligible, even at the worst affected properties.

Noise and Vibration Impacts

7.4.8 It is considered that the following comments in regard to the impact of noise and dust emissions apply to both options 1 and 2.

7.4.9 With regard to the impact of the construction phase of the development, it is considered that the standards and methodologies used to assess noise and vibration impacts are adequate, and the Council agree with the conclusions of the assessment that although construction noise may be discernable above existing background noise levels at nearby noise sensitive premises, there will not be significant adverse impacts from general construction activities. Therefore, subject to the imposition of suitable controls under requirements in the DCO, there are no objections on such grounds.

7.4.10 With regard to operational noise and vibration, such matters will be subject to control by an EPR permit and, in this respect, it is assumed that the comments of Natural Resources Wales (NRW) will be afforded significant weight, and will ensure that the operational phase requirements in the DCO, namely condition 14, will appropriately reflect the controls which will be imposed under any EPR.

7.4.11 While NRW will be a statutory consultee for the Council on such matters, it is considered at this stage that appropriate controls can be imposed under the DCO to ensure that there would be no unacceptable adverse impacts arising from the operation of the development.

7.4.12 For these reasons, the development would be in general accordance with Policy ENV29 – Environmental Quality and Amenity.

Adequacy of application/DCO

7.4.13 With regard to working times during the construction phase, the Code of Construction Practice refers to proposed times of working, 07:00 – 19:00 Monday to Friday and 07:00 – 13:00 Saturday. However, requirement 13 of the Draft Development Consent Order suggests Saturday working hours also be applied on Public Holidays and also 30 minute start up and shut down periods outside of the agreed working hours. The Environmental Health section sees no justification for these extended hours, and would suggest Condition 13 be amended to reflect the hours put forward by the Applicant in the Environmental Statement, with an explicit restriction to working on Sundays and Public Holidays unless by prior approval by NPTCBC. In addition, it is noted that during construction of certain structures including the emission stacks 24 hour working may be required, in this case application should be made in writing to the Local Planning Authority in advance of the work taking place.

7.4.14 Parts of the development will require piled foundations, piling operations are most likely to give rise to noise disturbance as was the case during the construction of the PDR (Harbour Way). The ES recognises that ground contamination concerns may limit the use of low noise piling techniques, and that detailed foundation and piling design will have to wait until a comprehensive geotechnical assessment of the site has been carried out. Almost certainly as a result of this uncertainty, Chapter 17 – *Schedule of Mitigation* currently has no information on piling noise mitigation. In order to provide sufficient guarantee that this phase of development is fully considered by the Applicant prior to commencement of works, it is requested that the need for a Piling Method Statement be added to Condition 11(1) of Schedule 2 to the Draft DCO.

7.4.15 With respect to the impacts of dust during the construction phase the Council is satisfied with the requirements of Conditions 10 and 11 of Schedule 2 to the Draft DCO which make reference to Dust Management and Noise Management Plans. However, it is noted that the Management Plans do not mention requirements to investigate failures of dust or noise controls and to implement mitigation or remedial works this information will need to be provided in the final Dust and Noise Management Plans.

7.4.16 With regard to control of nuisance Section 9 of the Draft Development Consent Order proposes a defence against Statutory Nuisance proceedings under section 82 of the Environmental Protection Act 1990. This does not affect the Authority's Statutory Nuisance powers under section 80 of the Act, however the proposed defence condition relies on the nuisance occurring under the control of s.60, s.61 or s.65 of the Control of Pollution Act 1974.

7.4.17 The Authority does not use these powers for the control of nuisance from major developments as in practice they are overly onerous for Developers and the Authority, and do not always provide sufficient protection to residents. Instead it the preference of the Environmental Health department to condition robust noise limits and controls together with agreed comprehensive Construction Management Plans (as required by Conditions 10 and 11 of Schedule 2), backed up where necessary by the Authority's Statutory Nuisance powers under the Environmental Protection Act 1990. Based on the Applicant's own submissions in the Environmental Statement, Environmental Health therefore see no justification for inclusion of Section 9 in the DCO.

7.4.18 Providing the above points are taken into account it is considered that the proposed development would not likely to have a detrimental impact in terms of noise or vibration within the area.

7.5 Ecology and Biodiversity

Local Policy

7.5.1 Policy ENV4 – Proposals Affecting International and National Sites for Nature Conservation and Species Protected by European or UK Legislation, states that developments which adversely impact upon the integrity or the nature conservation value of the sites would not be permitted except under specific circumstances, as set down within the policy. Policy ENV5: Nature Conservation - seeks to protect against unacceptable damage to significant local habitat and species and outlines a set of criteria that new development should achieve.

Designated sites

7.5.2 Potential effects during the operational phase upon Ramsar sites including Kenfig SAC, Crymlyn Bog, Ramsar, SSSI and NNR, Margam Moors SSSI and Kenfig Dunes and Pool SSSI will be assessed under an Appropriate assessment compiled by the applicant and submitted to NRW for approval.

7.5.3 Given that the area of the proposed development is a recently cleared brown field site the potential impact on nature conservation or ecological issues is likely to be low. It is considered that the surveys submitted in support of the application are sufficiently comprehensive and the main species affected have been accurately identified including Kidney Vetch, reptiles and invertebrates.

7.5.4 The Authority's biodiversity section have been working closely with the applicants agents on site and a habitat management plan was agreed in June of this year.

7.5.5 Work has continued on site in order to identify translocation areas for Kidney Vetch. With regard to reptiles work has continued on both the main development site and the cable route. This has included a capture programme and translocation to the retained habitat. Tata were starting site investigation works in November involving digging trial pits for the entire length of the cable route and next spring the reptile translocation will be re started.

7.5.6 The Authority's ecologist concurs with the overall conclusion contained in the ES that the proposal is unlikely to cause any significant impact on protected species or habitats provided appropriate mitigation measures are submitted approved and implemented.

Adequacy of application/DCO

7.5.7 In view of the Council's Ecologist there are no further requirements and have concluded that there are no problems or issues with any of the ecology components of this application. It is considered that condition 9 of Schedule 2 of the Draft DCO will adequately address any potential issues.

7.6 Traffic and Transport

Local Policy

7.6.1 Policies T1 – Location, Layout and Accessibility of New Proposals, T11 - Traffic Management, and T12 – Footpaths, Cycleways and Bridleways all seek to ensure that new developments do not adversely impact upon highway safety, increase dependency upon private vehicles and where possible provide appropriate internal routes and links to existing highways, routes and networks.

7.6.2 The application site is located adjacent to the recently constructed Peripheral Distributor Road (Harbour Way) which was opened in October 2013. This dual carriageway provides good access with junction 38 of the M4 via a short stretch of the A48. Entry and egress for the development site is via a dedicated access off roundabout 2 on Harbour Way. The route of Harbour Way from junction 4 of the M4 by passes the residential areas of Margam and Tai bach thereby ensuring that the traffic impact during both the construction and operational phases upon residential amenity in terms of traffic noise, air emissions and vibrations will not have any unacceptable impacts.

Adequacy of application/DCO

7.6.3 The Environmental Statement assesses the impact of the two construction options which involves the installation one boiler and one turbine in each phase. The ES states that the second phase could be built up to ten years after the first installation. As such it is considered that it is made clear that the under Schedule 2 condition 11 part (b) of the Draft DCO is extended to cover both options 1 and 2.

7.7 Socio Economic Impact

Local Policy

7.7.1 Policy 10 - The expansion or redevelopment of existing enterprises will wherever appropriate be encouraged. Policy EC2 - Proposals for the re development, intensification and expansion of existing industrial and business premises will be permitted unless unacceptable impacts on local amenities, existing industrial and commercial activities townscape, landscape, biodiversity or highway safety are created.

7.7.2 The council recognises the overarching importance for the continuation of steel production at Port Talbot, the plant is an employer of local, regional and national importance providing approximately 3500 jobs with up to 17,000 indirect jobs dependent on its continued operation. The proposed development will increase efficiency significantly reducing the costs of production of the plant. This together with other recent investments in plant will help protect the long term future of steel making in South Wales.

7.7.3 It is estimated that the construction phase of 36 months will require a workforce of 500 over the whole period and 300 at the peak. In the case of the two phase approach there would be an additional two year construction period It is recognised that there will potentially be direct and indirect beneficial effects to the local economy during these construction phases. Opportunities exist for local businesses to become part of the supply chain and the inclusion of round table discussions with regard to this during the consultation process is welcomed by the Authority.

7.7.4 In respect to the impacts upon tourism, due to the location of the proposal within an already industrialised location within the County Borough it is considered that there would not be any adverse impacts upon tourism, notwithstanding the size and prominence of the proposed development.

Adequacy of application and DCO.

7.7.5 In conclusion whist it is acknowledged that whilst there will be few jobs created during the operational phase, significant numbers of jobs will be created during its construction. Furthermore, the longer term socio economic benefits must be considered whereby the more efficient operation of the steel works is likely to sustain the jobs of existing employees to the benefit of the socio economics of both the immediate and wider area.

7.8 Ground Contamination

Local Policy

7.8.1 Policy ENV16 – Contaminated Land, states that proposals that would affect land which is or is likely to be contaminated will not be permitted unless it can be demonstrated that the development would meet the policy's required criteria.

7.8.2 The application site has a long industrial history having previously been utilised for a coking plant resulting in both known and potentially unknown land contamination.

7.8.3 The desk study has highlighted the need for further intrusive works to fully understand the level of contamination including the route of the new cable conduit. It is understood these works are currently underway. As noted in the Consultation Report, Section 7.45; the Site Investigation (SI) should include a specific petroleum hydrocarbon analysis in order to provide an accurate indication of human health risk. NPTCBC look forward to reviewing the findings of the site investigation in due course.

Adequacy of Application/DCO

7.8.4 Requirement 19 of Schedule 2 of the DCO details the broad intentions for dealing with land contamination and ground water. However, the applicant has stated that land contamination issues including any required remediation can be further addressed by means of appropriate requirements within the DCO.

7.8.5 The Authority's land contamination section concurs with this view and has recommended that additional requirements are added to provide a more comprehensive framework to address the land contamination and mitigation issues. The additional suggested Requirements are shown in Appendix 3

7.9 Archaeological and Cultural Heritage

Local Policy

7.9.1 Policies ENV22 – Archaeological Remains, ENV23 – Archaeological Evaluation and ENV24 – Archaeological Recording, seek to ensure that where it is demonstrated that any archaeological remains are to be affected the development must demonstrate that the need for the development outweighs the value of the archaeological remains. In such situations, appropriate evaluation of the remains and the potential impact should be carried out and where necessary recorded.

Impacts and Adequacy of Application/DCO

7.9.2 It is considered that the archaeological impacts of the development can be adequately addressed under draft requirement 8 which requires a Written Scheme of Investigation.

8 DEVELOPMENT CONSENT ORDER

8.1 While the Council's LIR has detailed matters relating to the adequacy of the draft DCO, the Council reserves the right to add to, or suggest amendments to, proposed requirements following further examination of these and associated documentation.

9 CONCLUSION

9.1 The Authority asks that the examining body gives full consideration to the issues raised within this Local Impact Report and the representations made by other statutory bodies and members of the public. It also requests that the examination process ensures that there is certainty in the resultant impact associated with the proposed project and if the DCO is granted that there is a robust and comprehensive provision of requirements to ensure that any impacts are adequately monitored and where necessary appropriately mitigated.

NEATH PORT TALBOT COUNTY BOROUGH COUNCIL

WRITTEN REPRESENTATIONS

Power Generation Enhancement scheme at
Port Talbot Steel Works, Margam.

PINS REFERENCE: EN010062

NPT REFERENCE: P2014/0898

Planning Department
The Quays,
Brunel Way,
Port Talbot
SA11 2GG

Tata Steel UK Limited, Power Enhancement Project at Port Talbot Steelworks

(NPT reference P2014/0898)

1. These written representations are based on the information provided within the submitted application documents and are made without prejudice to any subsequent comments the Council may wish to make with regard to any additional information submitted.

2. As with any significant infrastructure project there are likely to be a number of potential impacts. It is accepted that the submitted ES has to a large extent adequately assessed a number of these potential impacts, however there are a number of areas of concern.

3. The Authority is concerned about the final design of the buildings associated with the proposed development bearing in mind the prominent location adjacent to Harbour Way (the PDR). Within this context the Council wishes to emphasise its highest aspirations that the development will adopt the highest standards of design in respect of the quality of new development, especially having regard to the prominence of the site at the gateway to the Harbourside Strategic Regeneration Area and Port Talbot Town Centre. This reflects the importance of Harbour Way as a key gateway to Port Talbot, and as a catalyst for economic and physical regeneration.

4. In this regard, the Council is concerned that the illustrative drawings and photomontages submitted with this application to date do not demonstrate the clarity of design thought expected for a scheme of such magnitude, with such potential for significant landscape and visual impact, or reflect the acknowledged recognition in the ES that good design of the buildings associated with the development is an essential requirement.

5. Accordingly, providing extensive and detailed consideration is given to a scheme of the highest quality in terms of design, use of materials and landscaping, (whether as two distinct phases or a single proposal), and that the applicant is able to demonstrate that commitment through additional submissions, it is considered that the proposed development would be unlikely to result in any significant detrimental impact in terms of visual amenity and has the potential to become a key landmark building which could enhance the appearance of this area of Port Talbot.

6. As well as producing electricity from currently waste gases – which is fully supported - it is understood that the plant will contribute to the continued improvement in local air quality. The effects upon air quality are a key concern of the Authority in this area. The application site lies adjacent to the Taibach Margam Air Quality Management Area (AQMA) which was declared by the Council on 11th May 2000 and was in force effective from 1st July 2000, with air quality monitoring having continued since this date. The Council welcomes the predicted positive impacts on air quality as a result of the project. However, the resulting impacts cannot be confirmed until the results of the air monitoring regime contained within the Draft DCO have been implemented and assessed.

7. The Authority considers that further ground condition surveys prior to the start of works would help to establish further baseline information, in order to facilitate a better understanding of monitoring information once the development has begun. It is understood that works are currently underway. As noted in the consultation report section 7.45 the site investigation should include a specific petroleum hydrocarbon analysis in order to provide an accurate indication of human health risk.

8. With regard to land contamination it is noted that until the results of further site investigation works have been submitted to the Council there are no further comments that can usefully be made. As previously stated the Council reserves the right to make further comment with regard to this issue as additional assessments are submitted.

9. The Council supports the continuing work being carried out with regard to ecological issues. Ongoing surveys and mitigation are being carried out in co-operation with the Council's biodiversity section which should result in the successful translocation of species and the creation of sustainable habitats.

10. The Authority welcomes the beneficial effects that the development would bring in particular with regard to the continued production of steel at the site and the significant contribution to both the local and regional economies.

11. With respect to noise issues during the construction phases it is acknowledged that the proposed development is close to established residential areas and as such the Council will carefully consider the Code of Construction Practice and the implementation of construction mitigation plans required within the Draft Development Consent Order (DCO) in order to minimise any detrimental effect upon residential amenity in the area. In addition mitigation and monitoring during the operational phase, in conjunction with any Permit issued by Natural Resources Wales, will be required in order to record regulate and control noise emissions.

12. Providing the applicant is able to provide greater certainty in respect of their commitment to the quality of the final design for the structures and wider site, and appropriate controls are in place through the DCO to ensure no adverse impact on matters primarily including local Air Quality, the Council is supportive of the proposal having regard to the local economic benefits of continued production of steel at the site and the positive benefits of producing electricity from waste gases.

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port talbot

Harbourside & Town Centre

Development Framework SPG

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

April 2011

Foreword

This Supplementary Planning Guidance (SPG) supplements and explains the policies in the Unitary Development Plan (UDP). The UDP was adopted in March 2008 and forms the Development Plan for the whole of the County Borough area.

This SPG has been prepared following a public consultation exercise that was undertaken in the Spring of 2009. Following subsequent revisions, the guidance has been adopted by the Authority (April 2011), in accordance with the advice set out in the 'Unitary Development Plan: Wales' (WAG 2001). The SPG does not form part of the Development Plan but will be taken into account as a material consideration when planning applications are considered. As work progresses on the Local Development Plan (LDP), programmed to replace the UDP in 2014, the need to review or prepare new SPG's will be considered.

Contents

1.0 Introduction

This Supplementary Planning Guidance (SPG) informs potential developers of the type of development that the council considers appropriate within Harbourside and the town centre, as indicated by the Development Framework Plan (see Appendix I). The Development Framework guides how the Authority will be likely to consider planning applications and so helps to secure integrated development for the area. Harbourside, previously the Port Talbot Industrial Estate area of the Docklands, and adjoining areas comprise an extensive area of brownfield land that is centrally located within Port Talbot.

The sites within the area of the Development Framework offer the potential for development and regeneration which could serve and complement the town centre. The Adopted Unitary Development Plan (UDP) identifies the area under *Policy PT1 – Regeneration Initiative*, and the explanation to that policy commits the Authority to the production of Supplementary Planning Guidance including a strategy for the co-ordinated development of the area.

As a result of its unique accessibility adjacent to the mainline Swansea/ Paddington railway, and being within a short distance of the M4 motorway, the site is well placed to serve a wider regional role enabling a variety of options for maximising economic benefit to Port Talbot as a whole.

The site will be further enhanced by the completion of Harbour Way, the final stage of Port Talbot's Peripheral Distributor Road (PDR) scheduled for completion during 2014, to provide dual carriageway access through the area of the Development Framework from the M4 at Margam to the M4 at Baglan, so functioning as a major gateway to the town and its centre.

The area covered by the Development Framework contains major regeneration sites and projects that will be critical for the future prosperity of the County Borough and the sub-region.

The Development Framework aims to maximise the benefits of an improved road transport network, provided by Harbour Way, which will act as a catalyst for economic and physical regeneration in the former industrial area of Harbourside.

With the completion of Harbour Way, this area will become a key gateway to Port Talbot, opening up major development opportunities that have potential to provide long term benefits to the town.

The Harbourside and Town Centre Development Framework is a working document, developed in extensive consultation with local people and the council's regeneration partners to ensure that it reflects the regeneration priorities of the area and adds value to the plans and projects of other organisations. The Priority Actions presented in this Strategy involve intervention in major development sites that will take a number of years to complete.

The framework is aligned to the Spatial Plan timeframe and will be delivered up to and beyond the Convergence Funding programme end date of 2013. It is accepted, however, that priorities and projects may change during delivery, as economic conditions change and new opportunities arise and this may neccessitate the periodic revision of the SPG. This Development Framework indicates the preferred priority actions and land uses for regeneration up to 2017 which will be reviewed every two years.

2.0 Policy and Strategy Framework

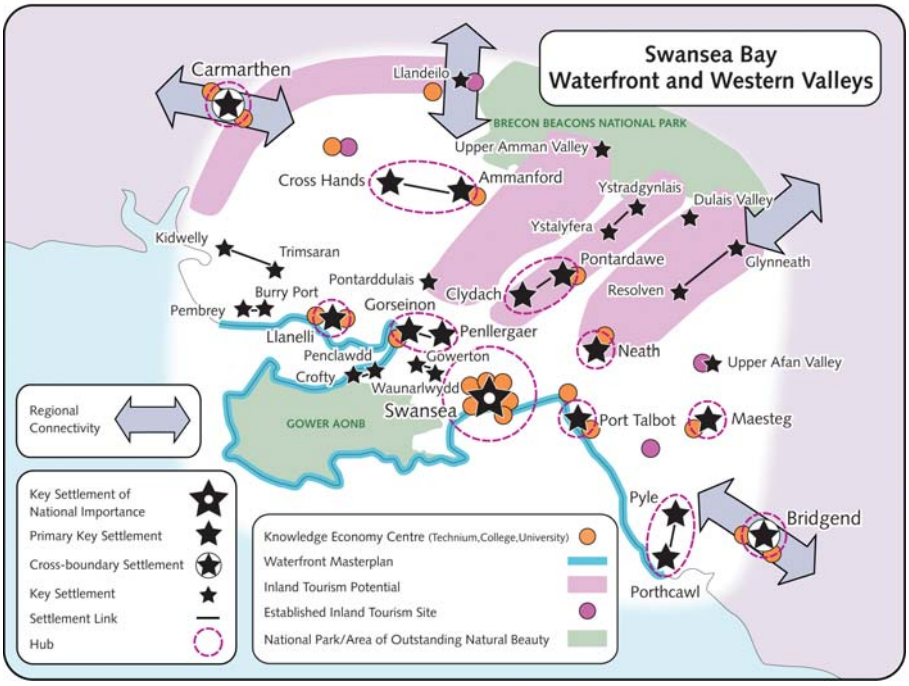
2.1 Spatial Plan

The Wales Spatial Plan is a 20 year plan for the sustainable development of Wales based around five guiding themes:

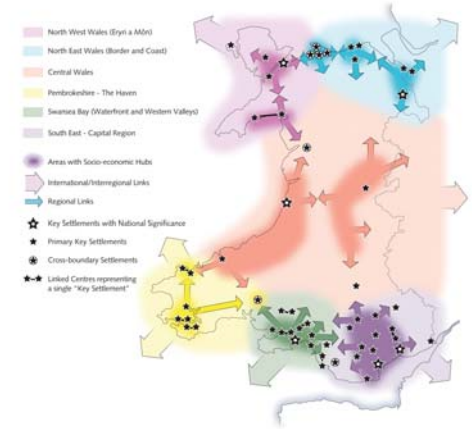
- Building sustainable communities
- Promoting a sustainable economy
- Valuing our environment
- Achieving sustainable accessibility
- Respecting distinctiveness

The Spatial Plan sets out a strategic framework to guide future development and policy interventions across the whole of Wales. The vision for Swansea Bay – Waterfront and Western Valleys Spatial Plan area (2008 update) is:

`A network of interdependent settlements with Swansea at it's heart which pull together effectively as a city-region with a modern, competitive, knowledge-based economy designed to deliver a high quality of life, a sustainable environment, a vibrant waterfront and excellent national and international connections.'



The National Vision



Port Talbot is identified as a key settlement with a critical role to play in the success of the city region, its development being a vital element of the strategy for the Area. Regeneration activity is to concentrate on providing improved shopping, leisure, community and cultural facilities, more attractive and affordable housing, clean vibrant town centres, accessible open countryside and employment opportunities. The coast is specifically identified to be regenerated to create a thriving retail, leisure and business offer along the waterfront, within a sustainable environment, with full regard to conservation and enhancement of biodiversity.

2.2 Community Plan

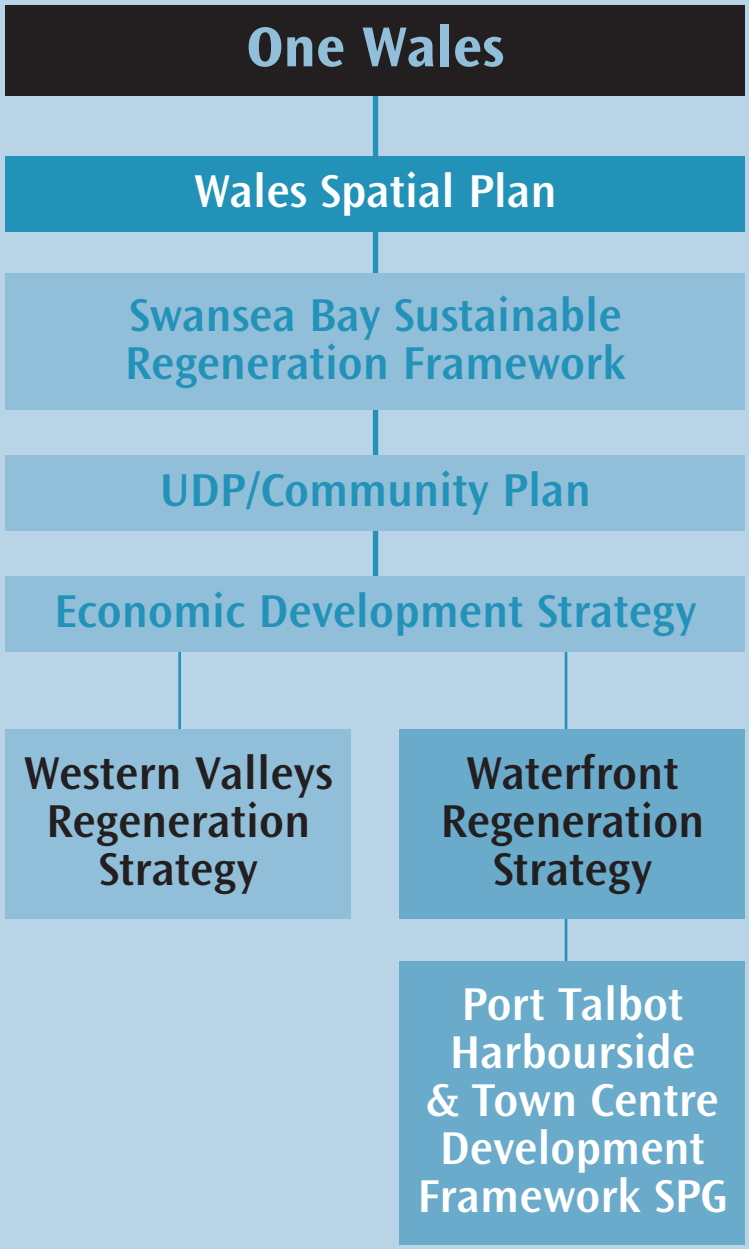
The Neath Port Talbot Community Plan 2005-2015 is the overarching Plan for the County Borough which sets out the strategic aspirations and intentions of partners and citizens.

The plan is built around seven themes that reflect the needs and aspirations of the local communities:

- Confident Communities
- Economic Prosperity
- Education and Lifelong Learning
- Health, Social Care and Well-being
- Environment
- Transport
- Community Safety

The three guiding principles of sustainable development, social inclusion and equal opportunities underpin the plan.

Hierarchy of Economic Development



2.3 Waterfront Regeneration Strategy

The Port Talbot Harbourside and Town Centre Development Framework SPG has been produced in consideration of the Neath Port Talbot Waterfront Regeneration Strategy, adopted in Jan 2011.

The Council's strategy for the physical and economic regeneration of the Waterfront area of the County Borough involves it playing a pivotal role in delivering positive and lasting change.

Physical regeneration contributes to the delivery of change by:

- Providing new sites and premises
- Securing investment
- Enhancing commercial, industrial, tourism and residential areas
- Improving transport and communications
- Facilitating new uses for buildings
- Removing dereliction and contamination
- Upgrading the physical fabric
- Enhancing the image of the area

The Council recognises the importance of Port Talbot as a town centre, and its role at the heart of the community as a hub for many of the services and facilities that meet the social, cultural and commercial needs of the area. Challenges facing Port Talbot town centre, as well as other commercial centres, are:

- Retention of retail uses within the town centre
- Competition from out of centre retailing
- Quality of investment in commercial buildings
- Quality of public space / new development
- Provision of sites for new development
- Creation of a distinct image and retail offer

Major development sites along the Waterfront corridor, that will play a central role in shaping the future prosperity of the area, include Green Park, Port Talbot Gas Works and Port Talbot Industrial Estate. All of these sites have a history of heavy industrial use which has left large areas of brownfield land with issues that must be addressed before redevelopment, including:

- Site contamination / dereliction
- Provision of infrastructure
- Securing new development
- Relocation of existing uses
- Land assembly
- Flooding issues
- Biodiversity

The development of these sites is often long term and requires firm commitment from those involved in the regeneration process.

2.4 Planning Policy

The Neath Port Talbot Unitary Development Plan 2008 guides development, conservation and the use of land for the period up to 2016 and includes both strategic and detailed policies.

The UDP vision for Port Talbot Docks (comprising the Old Port Talbot Dock and Port Talbot Tidal Harbour) and Port Talbot Industrial Estate is to provide an important gateway development as part of a comprehensive regeneration initiative, to be centred on the construction of the PDR and the operation of the docks and tidal harbour. A range of mixed residential, leisure and retail development opportunities are recognised as part of the initiative, as is the potential for high quality commercial development for smaller industrial and office users, as well as the environmental regeneration of the area.

The key policies of relevance in the Neath Port Talbot Unitary Development Plan (UDP) in respect of the Development Framework area are:

PART 1 POLICY 28

The potential of the Port Talbot Docks and adjacent areas as a key regeneration area for the County Borough will be promoted.

PART 2 POLICY

Policy PT1 – Regeneration Initiative

The area comprising the Port Talbot Docks, Tidal Harbour, and Port Talbot Industrial Estate will be the subject of a comprehensive regeneration initiative providing an important gateway development site to Port Talbot and its Town Centre centred around:

a) the construction of the Peripheral Distributor Road;

b) the operation of the docks and tidal harbour;

c) a range of mixed residential, leisure and retail development opportunities;

d) potential for high quality business and commercial development for small scale industrial and office users maximising the advantage of proximity to the town centre;

and

e) the environmental regeneration of the area, taking note of current habitats and species.

Other Key Policies in respect of the Development Framework area are:

General Considerations: GC1 and GC2

Proposals in areas of Flood Risk: ENV11

Contaminated Land: ENV16

Design: ENV17

Housing Landbank: H2

Affordable Housing: H4

Employment Landbank: EC1

Rail Freight: T7

Road Schemes: T8

Proposals in Town Centres: TRL1

Out of Centre Proposals: TRL4

Other policies in the Adopted UDP may apply according to individual circumstances.

Employment land is protected within the area, land identified for bulky goods, and an allowance made for an allocation of 50 dwellings. While it is recognised that the site has the potential to accommodate substantially more than 50 dwellings, air pollution remains a concern, so residential proposals are considered on their individual merits as 'windfall' sites.

Within the shopping areas of Port Talbot Town Centre, favourable consideration is given to retail and other town centre uses. Retail vitality, attractiveness and viability are protected, as is a continuous ground floor retail frontage. Within the remainder of the Town Centre housing is generally permitted, as is the creation or expansion of business, industrial, storage or office premises. Throughout the area of this Development Framework SPG, the land required for the Port Talbot Peripheral Distributor Road (PDR) is safeguarded from development.

There is a need to recognise the roles of existing key uses including the commercial docks and steelworks.

Additional information on the role of the UDP and SPG is contained in Appendix II.

Work has now commenced on the Local Development Plan (LDP), which will succeed the UDP, the preparation of which focusses more on the involvement of the local community and other stakeholders.

This Development Framework SPG will play an important role in defining the issues to be addressed in the LDP.

3.0 Development Framework

3.1 Economy and employment

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

Port Talbot's employment base continues to undergo major structural change: for example, the Baglan Bay development, which includes the Baglan Energy Park, is creating a growth point which is also intended as a catalyst to transform the type of industry and business being attracted to the town.

The sites described below offer major opportunities to bolster local employment and create a sustainable modern economic base for the town.

The Port Talbot Industrial Estate site, formerly known as the British Steel Industrial Estate (but now named Harbourside), includes a former timber yard, tinplate works and iron foundry, as well as the North Bank peninsula. With the completion of Harbour Way, the area will become the main 'gateway' to Port Talbot. The current run down and derelict state of the site typifies the poor image of Port Talbot held by many outsiders, and its rejuvenation is a central objective of this Plan.

Large areas of land surrounding the docks have lain vacant for many years, following the closure of the dock and the gradual movement of the steelworks' activity to the south, as new technologies have replaced outdated plant.

The Industrial Estate consists of large amounts of cleared industrial land. The remaining industrial units are of a variety of sizes and users, some of which are vacant and derelict.

Port Talbot's Magistrates Court services are expanding into a newly created Justice Centre, also situated within Harbourside. This high quality development has the potential to raise the profile of Harbourside as a well connected location for office development, and so catalyse an office market within the area.

The area covered by the River Afan Southern Corridor Study is situated to the south west of the town centre and includes the Green Park Industrial Estate, the Burrows Yard site, the former Gasworks site and a group of industrial units at Henshaw Street.

The Green Park Industrial Estate is situated between Water Street and the River Afan. The Estate has been the subject of a study to determine its future use and, as a result of this, an outline planning application has been submitted for mixed use. The Council has obtained much of the freehold ownership of the site with a view to facilitating its beneficial redevelopment.

Burrows Yard, together with the adjoining former petrol filling station site, forms a site for which planning permission has been granted for new retail units. The site has been cleared for the redevelopment and construction work has commenced on site.

The former Port Talbot Gasworks site is the furthest of the sites from the town centre. The site is currently in multiple ownership, and, although most of the site is derelict, a vehicle repair garage and Welsh Water works are still operational.

Immediately to the east of the Gasworks site and on the other side of Afan Way is a site of around three acres set to the rear of the terraced streets of Enfield Street, Borough Street, Henshaw Street and Glenavon Street. The site contains a number of substantial industrial buildings and smaller workshops that accommodate a variety of uses including warehousing, vehicle repairs and engineering businesses. The buildings are unsightly and very prominent from Afan Way and the nearby residential streets.

3.2 Retail and Town Centre

Port Talbot has a well established town centre that has a good range of retail and commercial facilities to meet local needs. The town plays a vital role in providing a centre for retail, leisure, business and government for the surrounding communities. Port Talbot is a relatively compact town centre having its main foci on either side of the High Street Bridge: these take in the Aberafan Shopping Centre and the pedestrianised areas of Station Road, High Street and part of Forge Road, forming the primary shopping areas of the town. The secondary shopping area is situated in lower Station Road.

An open air market also operates to the rear of Station road on Tuesdays and Saturdays 9am-4pm.

In the mid-1990s the town centre underwent a programme of physical improvements which included new paving, street furniture and lighting; upgrading of the main car parks; an enhanced civic square; and a canopy for the High Street Bridge. The final part of the program saw the introduction of three public sculptures, which gave the town centre a strong individual identity.

Although these improvements have helped to attract and retain trade and investment in the town, the town continues to face significant pressure from other major retail centres outside the County Borough, including Swansea and Cardiff city centres, and newer out-of-town centres such as at Swansea Enterprise Park and the McArthur Glen Centre near Bridgend. Their close proximity makes it difficult for Port Talbot to attract middle or higher order retailers.

Shopping provision for the town has been extended through the development of the Morrisons superstore in the Baglan Moors District Centre which has contributed to a significant reduction in the leakage of convenience goods trade from the county borough in recent years.

The UDP indentifies the docklands as having the potential to accommodate bulky goods retail in a location close to the town centre, to promote joint use.

The council recognises the importance of the town centre in economic and social terms. With the Aberafan Shopping Centre being a strong retail centre with a large number of leading high street names, there is an opportunity to consolidate retail activity around the Aberafan Centre and pedestrianised areas.

The potential to breathe new life into the lower end of Station Road, so that it can adapt its role and increase its appeal in line with the requirements of a modern town centre, will be examined.

These opportunities will strengthen the town centre against the challenges posed by competition from other retail centres in the surrounding area.

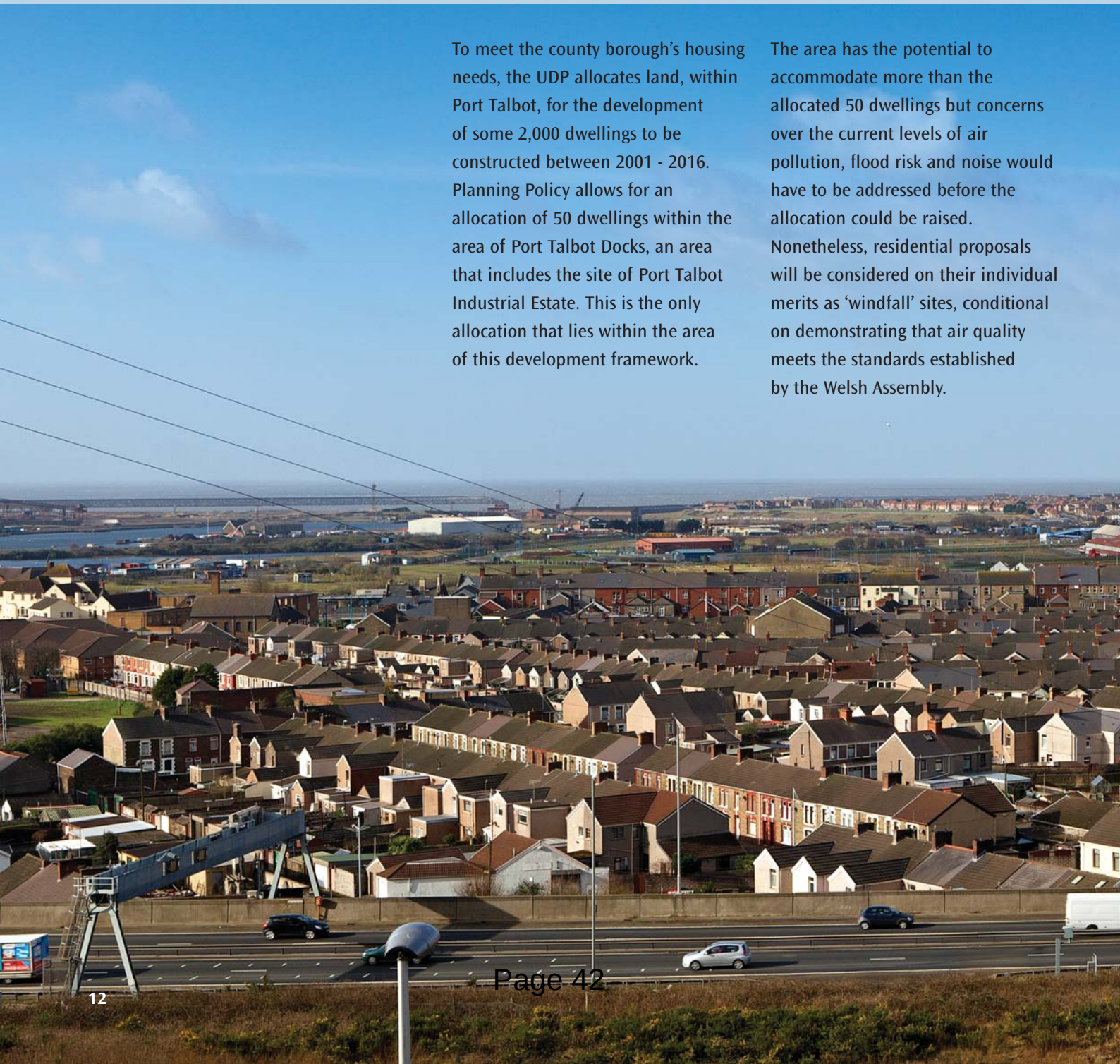
They will help it remain a focus for community, retail and leisure activities, supported by the strength of the existing and future retail and transport infrastructure.

3.3 Housing

Much of Port Talbot and its surrounding area is comprised of relatively high density residential development. The environment of many of these neighbourhoods is relatively poor, and some have little distinct identity or sense of community. Although Port Talbot has suffered a decline in population, current demographic trends such as smaller family size and increased numbers of people living alone, are causing demand for housing to remain high.

To meet the county borough's housing needs, the UDP allocates land, within Port Talbot, for the development of some 2,000 dwellings to be constructed between 2001 - 2016. Planning Policy allows for an allocation of 50 dwellings within the area of Port Talbot Docks, an area that includes the site of Port Talbot Industrial Estate. This is the only allocation that lies within the area of this development framework.

The area has the potential to accommodate more than the allocated 50 dwellings but concerns over the current levels of air pollution, flood risk and noise would have to be addressed before the allocation could be raised. Nonetheless, residential proposals will be considered on their individual merits as 'windfall' sites, conditional on demonstrating that air quality meets the standards established by the Welsh Assembly.



3.4 Tourism and Leisure

Tourism related activity has grown considerably over recent years and has been an important tool for the regeneration of the County Borough. Margam Park and Aberafan Seafront have been identified within the Waterfront Regeneration Strategy as having great potential to contribute to the growth and diversity of the local economy. Both sites have an important and beneficial influence on the area of the Development Framework in terms of image and as local recreation facilities, but neither directly impinge upon it.

The leisure offer in Port Talbot is a fairly mixed representation of national, regional and local operators. There are several restaurants located in Port Talbot, a mix of national chains and independent operators, but there is an under representation of quality restaurants. There are few cafés in Port Talbot and little evidence that the emerging 'café culture' has influenced the town. Much of the accommodation in the area is comprised of smaller guesthouses, though two national hotel chains are represented locally.

The 800 seat multi-purpose Princess Royal theatre is centrally located within Port Talbot, with a wide ranging year round programme of amateur and professional shows and concerts. Eglwys Nunydd Reservoir, The Docks and Aberavon Seafront make good provision for fishing. Aberavon Seafront is also an excellent destination for surfing and other water based sports.

Although there is currently no significant tourism and leisure representation within the area of the Development Framework, its waterfront location, and improving transport provision, will potentially to support and sustain a market for high quality waterfront leisure development, as well as improved provision within an enhanced town centre.

3.5 Transport and Accessibility

Transport and access in Port Talbot town centre and Harbourside (previously Port Talbot Industrial Estate and the River Afan Corridor) is characterised by the proximity of the Port Talbot Parkway Station and the Peripheral Distributor Road (PDR), as well as Port Talbot bus station and the traditional highway infrastructure.

Port Talbot town centre is dominated by the A48 'Heilbron Way' dual carriageway, particularly its junction with Station Road and Talbot Road that is heavily congested at peak times.

Harbourside is dominated by Stage 1C of the PDR which provides access to the centre of Port Talbot, through Port Talbot Industrial Estate, from the west.

Following the construction of Harbour Way the PDR will extend from Junction 38 (Margam) of the M4 in the south, through to Baglan in the north, following an alignment roughly parallel with the M4. Harbour Way will run through Harbourside north of Steelworks Wharf.

The improved access opens up development opportunities, creating a potential for regeneration that could enhance the image of the area. Junction 41 of the M4 forms part of the north boundary of the town centre.

Port Talbot Parkway Station, on the main Great Western rail route through South Wales from Pembroke Dock to London Paddington, is a good connecting point for services to and from West Wales, and this is reflected in its upgrading to a regional Parkway facility, as identified as a priority in the South and West Wales Integrated Transport Consortium's Regional Transport Plan.

Port Talbot bus station is sited approximately 500m to the north-west of the railway station and provides public transport services to local destinations and beyond including Swansea, Neath, Maesteg, Bridgend and Porthcawl. Access for pedestrians and cyclists, to the bus station from the railway station, is from Station Road the main shopping street of the town centre. The walking distance would take typically 10 minutes for most able bodied people, but taxis pick-up and drop off alongside the ticket office in the short stay car park.

Town centre pedestrian access across the River Afan consists of canopied pedestrian bridges, providing excellent links between the Aberafan Shopping Centre and the Civic Centre, to Station Road and the rest of the town centre. North of the railway line the main line of pedestrian movement runs between the station and Aberafan Shopping Centre via Station Road, and south to destinations along Talbot Road.

The railway line acts as a barrier to pedestrian and cyclist movement between the town centre and Harbourside. The only vehicular railway crossing that links directly to the town centre is the level crossing alongside the Parkway Station. A poorly lit pedestrian subway links the bus station to the Aberafan Shopping Centre.

The railway line is crossed near to the town centre by Heilbron Way, but no pedestrian access exists and the highway does not provide a direct vehicular link between the Town Centre and Harbourside.

The River Afan acts as a barrier to access between the north bank of the River Afan Corridor, and the majority of the town centre and Harbourside beyond its south bank. A new crossing was created as part of the works for the PDR, in addition to the existing crossings of Heilbron Way and New Bridge Street, improving access through Harbourside. The PDR extends to the west from Water Street, providing access to Port Talbot Gasworks site and Baglan.

3.6 Environment

Harbourside and Port Talbot Town Centre are situated on a small coastal plain between the hills that mark the edge of the South Wales Coalfields and Swansea Bay. The area also has Margam Country Park, the Afan Valley and Aberavon Beach in close proximity. The landscape assets of Port Talbot are often overlooked, the common perception of the area being associated with heavy industry. The character of the area of the Development Framework is dominated by water, due to the immediate proximity of both the River Afan and the large areas of impounded water that form The Docks, as well as its coastal location.

The positive impact of the water is currently offset by the dominance of industrial use, with areas of waste land and views of cranes, sheds and industrial structures prominent. More distant views from within the area include Swansea Bay and, to the East, the surrounding hills, including Mynydd Brombil which rises 250 meters above the town and provides a dramatic landscape backdrop.

The centre of Port Talbot has an interesting environment with buildings on Station Road, High Street and Forge Road being of a certain scale and design to provide a sense of presence and place within the town. There are also a number of individual buildings of merit including the Grand Hotel, Bethany Chapel, Afan Masonic Temple and the nearby Magistrates Court, several of which are listed. These buildings have been complemented by a physical regeneration programme, works for which have included the high quality treatment of the main shopping areas and retail environment enhancements, improvements that have added character and a sense of place to the retail environment. Despite these efforts, there are still many commercial properties in need of enhancement and the Station Road area, particularly at its lower end, still suffers a low quality urban environment.

The River Afan Corridor and Port Talbot Industrial Estate have evolved as a result of haphazard development. Many buildings are rundown and the area suffers from a general air of dereliction.

The Masterplan area lies within a recognised flood zone as designated on Environment Agency flood maps. Welsh Assembly Government development advice maps, referred to under TAN15: Development and Flood Risk, also reveal the majority of the area lies within flood zone C2 designation, 'an area of flood plain without significant flood defence infrastructure'. However, part of the River Afan Corridor and the area around the Parkway Station and Heilbron Way/Talbot Road benefits from flood defences.

Flood risk was addressed during preparation for this SPG but, while the scale and mix of development suggested is likely to be feasible, proposals that are located within the areas identified as being at risk from flooding will be required to prepare detailed Flood Consequences Assessments.

Areas of land within the Development Framework, which have been developed in the past but are currently vacant, are begininning to be re-established by habitats and species. Apart from localised habitats the main focus for biodiversity are the reed beds, which have grown in part of the docklands and an abundance of wildflowers which support important invertebrate assemblages.

Parts of the Development Framework area will need to be the subject of ground remediation, given their previous uses that relate to a variety of industrial operations. Specifically the area includes the Former British Steel Industrial Estate and the former Port Talbot Gasworks site.

Air quality has been a concern in Port Talbot for some time, and the Council has launched an Air Quality Management Area, in response to monitoring which revealed that air quality in parts of the town regularly exceed acceptable levels. The majority of the area of the Development Framework now falls inside the Air Quality Action Plan Area within which the Authority will assess proposals for new uses based on their impact on air quality.

3.7 Education, Health and Social Care Facilities

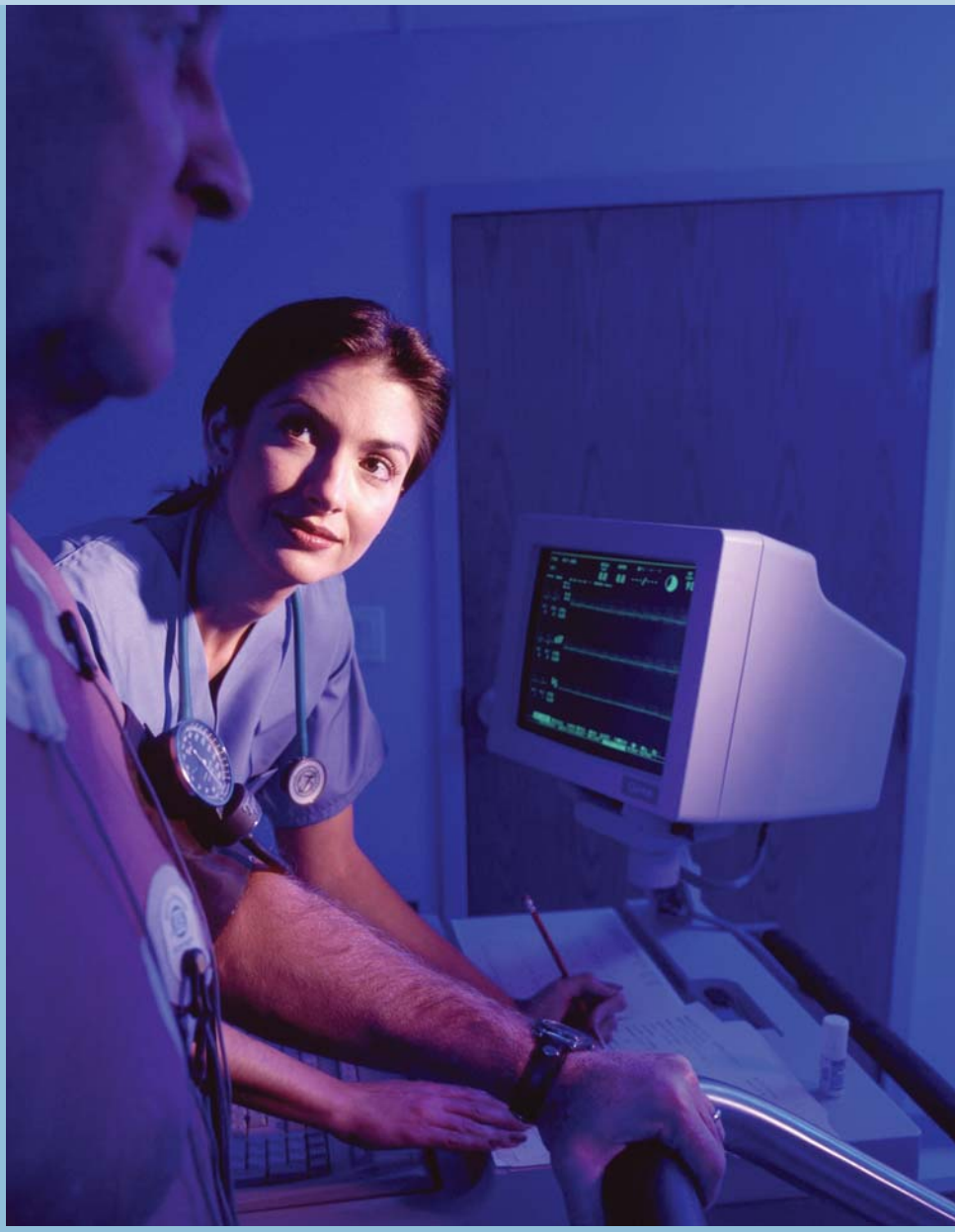
The focus for health care in Port Talbot is Neath Port Talbot Hospital, which was opened in 2003 and is situated just outside the town centre on Baglan Way. It has 270 beds and provides a range of inpatient, outpatient and day care services along with a 24 hour local accident service for people in Neath and Port Talbot.

The area covered by the Port Talbot Harbourside and Town Centre Development Framework contains only one school, the Glan Afan Comprehensive School on Station Road. The school has served Port Talbot and the surrounding area for over 110 years and currently provides education for 527 full time pupil's aged 11-16. The school's playing fields are located outside of the study area at Margam.

The area is served by Port Talbot public library, situated on the first floor of Aberafan Shopping Centre, that provides a range of services for the local community.

Although there are no higher education establishments in Port Talbot, the area is served by Neath Port Talbot College, which is the only further education establishment in the county borough. The college's Afan campus is situated in Margam, and offers a wide range of AS/A levels and vocational programs.

Depending on the number and type of residential properties proposed, it may be necessary for developers to contribute towards the provision of additional educational facilities.



3.8 Summary of Opportunities & Options

Port Talbot Town Centre

Opportunity	Option	Action
To enhance the Parkway function of Port Talbot Station.	Public consultation has been carried out on a design to redevelop the station, to include a pedestrian overbridge enabling easy access to the central platform for all users, while linking the town centre with the Docks area.	To finalise the design for the station and carry out additional work to accompany an application for planning permission.
To enhance the station precinct area to encourage pedestrian flow.	To carry out a scheme of landscaping enhancements within the Station Precinct Area.	That a scheme be designed and implemented.
To increase the vitality and viability of Lower Station Road, considering its reduced demands from shopping centre users.	To encourage land uses that will reinvigorate and regenerate the area, considering it's potential to support retail, office, residential and leisure uses.	That the provision of mixed use, including retail, office, residential and leisure accommodation, be investigated.
To improve the appearance and accessibility of the Town centre.	To carry out a scheme of public realm and accessibility enhancements within the shopping areas of the Town Centre, to include the refurbishment of the Station Road canopies.	That a programme of works be decided on and implemented.
To exploit the Plaza Cinema as an attractive 'key' gateway building.	To indentify the refurbishment and re-use of the Plaza Cinema that will make most advantage of it's key location, to enhance the image of the town.	To identify the most feasible alternative use of the building.

3.8 Summary of Opportunities & Options

Harbourside

Opportunity	Option	Action
To provide additional car parking facilities in order to enhance the regional Parkway function of Port Talbot Station.	In addition to enhancing the Parkway function, the proposed additional car parking provision could increase the attractiveness of the town centre and docklands as a location for business investment and economic activity. However, the potential benefits may be limited, and it might be argued that new car parking should be relocated in a less central location.	That the additional car parking required by the enhancement Parkway function be located alongside the Station.
To relocate Port Talbot Bus Station to a site in close proximity to the Parkway Station.	Moving the bus station to a car park behind Station Road would improve the link with the railway station and help bring more pedestrian movement to Station Road. The existing bus station could be used to provide additional car parking alongside Aberafan Shopping Centre, or for retail development. On the other hand, it would draw bus passengers away from the prime shopping area and would not provide a fully integrated transport interchange.	The feasibility of moving the bus station has been further investigated. It has been concluded that the most viable location for the bus station is its present location. Funding is being sought to refurbish the bus station.
To allow the creation of significant areas of business and a wide range of employment and training.	This could result in the creation of significant employment opportunities that could both draw people to the town and reduce the need to commute outside the town. The Railway Station would be ideally situated to help inward commuters. On the other hand the area's potential for housing could be maximised.	To allow the creation of significant areas of business and a wide range of employment and training.

Harbourside

Opportunity	Option	Action
To market the eastern area of Port Talbot Industrial Estate as a location for high quality office development.	The eastern area of Port Talbot Industrial Estate, within close proximity to the Parkway Station, has potential as a location for high quality office development due to its strong transport links. However current economic conditions may not support a market for office development.	That the feasibility of creating a market for high quality office development in the area be investigated.
To support hotel and food and drink (A3) uses, mixed with office use, near the Parkway Station.	Hotel, food and drink uses, mixed with office use, near the Parkway Station, have the potential to compliment the established uses of the Town Centre and improve the vitality, viability and sustainability of Harbourside.	That the mix of hotel, food and drink uses, with office use, be supported near the Parkway Station.
To use the waterfront as a feature of the area.	The waterfront could be used as a major feature in the design of the area. Although a working commercial port, the activity could add interest as is shown elsewhere (eg Barry, Poole and Milford Haven).	The waterfront should be promoted as an attribute of the area and development designed to take advantage of it.
The reclamation of land at Steel Works Wharf to provide waterfront leisure facilities.	The construction of Harbour Way would leave little land to be developed at Steel Works Wharf, an area that could be suited to providing waterfront leisure facilities. Though potentially costly, the reclamation of land from the dock could provide an enlarged development site at this location to enable the provision of such facilities. It could however be argued that a view of a working port, steelworks and dockside industries would not be attractive, and would so constrain the value of the waterfront for leisure use.	The feasibility of reclaiming land at Steel Works Wharf, to provide waterfront leisure facilities, should be investigated.

3.8 Summary of Opportunities & Options

Harbourside

Opportunity	Option	Action
To identify the most feasible alternative use of the existing Magistrates Court building.	The existing Magistrates Court building has potential as an attractive 'key' gateway building and could be refurbished and reused to enhance the image of the town.	The most feasible alternative use of the existing Magistrates Court building should be investigated.
To create an attractive boulevard, leading from the proposed new pedestrian overbridge at the station to the waterfront at Steelworks Wharf.	The creation of a Boulevard, leading from the proposed new station bridge, to the waterfront, would serve to link the Town Centre to Harbourside. The improved link would encourage pedestrian flows throughout the area, and improve the use of the area and its facilities.	That the principle of creating an attractive Boulevard be adopted.
To enhance the environment of the area.	Both the natural and built environments are currently of poor quality, but have the potential to become an asset to the area. Should the environment be improved it would assist in attracting investment to the area.	That a programme of environmental improvements to both the natural and built environments should be formulated, with particular attention to providing wildlife-friendly landscaping.
To develop the Port Talbot Gasworks site as a mixture of residential and light industrial use.	The regeneration of the Masterplan area covered by the Development Framework could result in the displacement of some local businesses, increasing demand in the locality for commercial/light industrial provision. This demand could be satisfied by relocating business to part of the Gasworks site.	That the Port Talbot Gasworks site be allocated for a mixture of residential and light industrial use.

Harbourside

Opportunity	Option	Action
To provide mixed use office accommodation with leisure and recreation facilities between the waterfront of Steel Works Wharf and the area identified as having potential to provide office accommodation.	The development of mixed use office accommodation, with leisure and recreation facilities in this location, creates potential to integrate any waterfront leisure provision towards the town centre, through the proposed boulevard, as well as providing facilities for office workers and a potential site for a recreation ground.	That the development of mixed use office accommodation, with leisure and recreation facilities should be supported.
To provide sites for residential development.	The potential for housing development is identified within the UDP. The Docks could accommodate a significant part of the town's housing needs, reducing pressure to develop the countryside in more rural locations. Housing would also bring people to a central location that would reduce traffic and aid sustainability. On the other hand potential problems like flood risk, noise, air quality, and contamination need to be overcome and significant numbers of dwellings will require the provision of new community facilities.	That residential development should be included within the site, as an important way of revitalising the town and reducing pressure to develop the countryside.
To provide an accessible network of pedestrian routes to link the town centre and Harbourside, including the crossing of the River Afan Southern Corridor.	An accessible network of pedestrian routes would be a huge benefit to the area, linking the town centre with Harbourside and crossing the River Afan, encouraging the use and enjoyment of the entire area of the Development Framework.	That a network of pedestrian routes be planned and a programme of works decided, to allow for their creation.

Harbourside

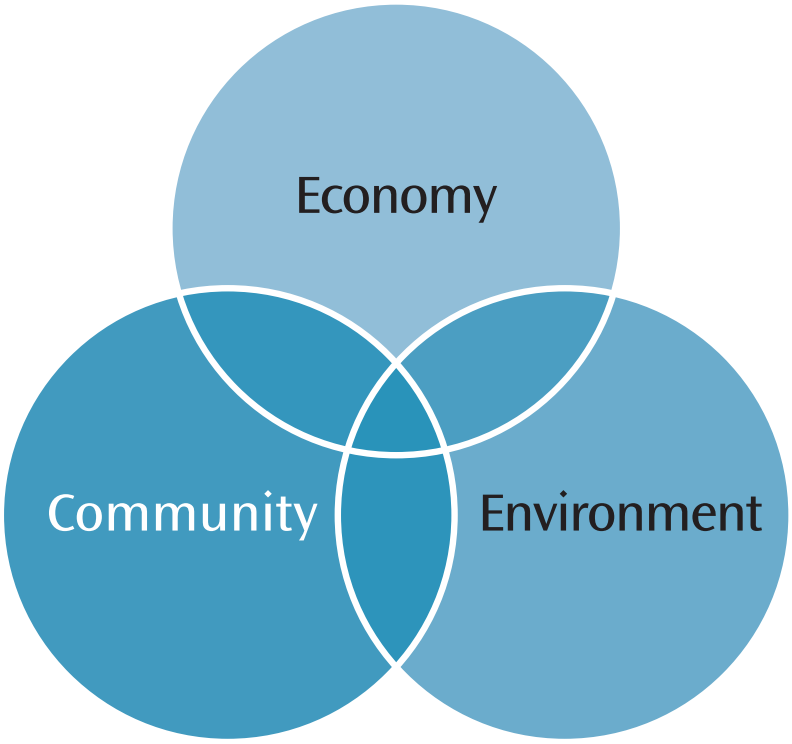
Opportunity	Option	Action
To make land available for a mix of community use including education, business use including office and automotive use.	Land made available for these uses would provide flexibility to accommodate a range of employment generating uses that would benefit the area.	That land should be made available for a mix of community use including education, business including office and automotive use.
To support the provision of bulky goods retail use.	The UDP identified that the SPG area has potential for retail that would not be better located in the shopping streets (ie bulky goods). This type of shopping has been developed at Baglan Moors (off Afan Way). It can be argued that including this type of retail in Harbourside would draw shoppers to the area and so support shopping within the town centre.	That bulky goods retail use, within close proximity to the prime shopping area of the town centre and bus station, should be supported.
To support the location of wholesale/trade counter 'roadside' use within the River Afan Southern Corridor.	The location of wholesale/trade counter 'roadside' use, within the River Afan Southern Corridor, should support the economy of the area and not detract from the retail strength of the town centre, as such use is not in competition with town centre users.	That location of wholesale/trade counter 'roadside' use within the River Afan Southern Corridor should be supported.
To close the level crossing alongside Port Talbot Parkway Station.	The closure of the level crossing would improve railway operation and remove a potential hazard and source of traffic congestion. Pedestrian access across the railway could be via a redeveloped railway station. However the closure of the level crossing would lead to a reduction of vehicle access between the Dock area and the town centre.	That the closure of the level crossing should be investigated, while recognising the need for an attractive, all-hours pedestrian route from Station Road to the Docks area.

4.0 Vision for Port Talbot Harbourside and Town Centre

The Council's vision for Port Talbot is of an area that plays a significant role as a focus for economic and environmental regeneration and will act as a growth point for the development of Port Talbot and the wider Neath Port Talbot Waterfront Area.

To achieve this Port Talbot will build upon its main assets:

- Established town centre
- High quality road and public transport links
- Sites available for economic and physical regeneration
- Waterfront environment



In order to work towards the vision for the community it is essential to set clear goals, and to identify the action to be taken to achieve these goals. The Port Talbot Harbourside and Town Centre Development Framework promotes initiatives that will benefit the community, economy and environment of the area. It is recognised that these spheres of intervention are closely interrelated and will work together to produce a vibrant and sustainable community.

A small number of key measurable objectives have been set which the Council will endeavour to achieve by 2017 through regeneration initiatives with its partners.

Progress towards these objectives will give an indication of the effectiveness of the Development Framework.

4.1 Strategic Goals

Strategic Goal 1

To develop the town of Port Talbot as a hub for commercial, residential, social and employment activities through the integrated physical regeneration of the town centre and the attraction of new investment.

Actions

- Improvements to the public realm
- Grants for commercial property improvements
- Redevelopment of town centre sites and properties
- Improvement of town centre facilities
- Improvements to accessibility and connectivity

Strategic Goal 2

To bring forward the development of major strategic regeneration sites in the area of Port Talbot that will attract major new investment, create employment opportunities and spread prosperity to surrounding communities.

Actions

- Masterplanning
- Provision of site infrastructure
- Site remediation and preparation works
- Promotion to attract new investment
- Land assembly

Strategic Goal 3

To develop existing and establish new employment sites within Port Talbot that meet the needs of modern business, strengthen the local economy and support the improvement of employment opportunity.

Actions

- Provision of site infrastructure
- Development of new business premises
- Land assembly
- Relocation of business uses
- Site remediation and preparation works

Strategic Goal 4

To develop high quality sites for tourism and leisure that will attract visitors and new investment to improve the image and environment of Port Talbot Waterfront.

Actions

- Provision of site infrastructure
- Provision of visitor facilities
- Improvements to the public realm
- Site remediation and preparation works
- Environmental protection and enhancement measures

Strategic Goal 5

To improve the physical fabric within the urban areas, improving quality of life and making the area of Port Talbot an attractive place in which to live, work and invest.

Actions

- Environmental improvements
- Housing renewal initiatives
- Flood defence measures
- Improving pedestrian and cycle connections

Strategic Goal 6

To improve the transport and communications infrastructure, to ensure that Port Talbot maximises its locational advantages to the benefit of the local economy and population.

Actions

- Improvements to infrastructure related to development sites
- Improvements to public transport hubs and facilities
- Support development at transport interchanges
- Environmental improvements to main transport corridors

4.2 Regeneration Strategy

The Regeneration Strategy embodied in this document represents the preferred strategy for the regeneration of Port Talbot Harbourside and Town Centre in accordance with the identified strategic goals. The strategy is based on an examination of the physical, social and environmental constraints within the area as well as the economic opportunities, and is underlain by sustainability principles. The strategy relates to the following principles:

4.2.1 Economic Prosperity

The economic prosperity of the area will be largely determined by the ability to create and maintain local employment, facilitate access to other centres of employment and attract new investment. The community must make maximum use of its resources and ensure that appropriate infrastructure is in place to secure the growth of the local economy. In order to achieve this, the following principles will be targeted:

- Encourage long-term, viable growth for the town
- Enhance the vitality and viability of Port Talbot's retail offer
- Retain employment uses in the town
- Develop the market for office space
- Support the development of automotive, food and drink (A3) use and non-town centre bulky goods retail use outside of the town centre.
- Support the improvement of a sustainable integrated transport infrastructure
- Enhance Port Talbot as a visitor destination
- Promote a diverse range of tourism and leisure activity in the area
- Encourage more and longer-stay visits to the town

Central to the economic health of the area will be how the Council and its partners meet the challenge of developing the market for high quality office space and bringing forward appropriate retail proposals, whilst ensuring the sustainability, vitality and viability of the town centre.

Much of the Council's efforts will be focused on regenerating and integrating the Harbourside area, previously Port Talbot Industrial Estate and adjoining River Afan Corridor, more closely with the town centre to improve connectivity and accessibility. The Council will also aim to secure additional benefits for the town centre in order to improve its appearance, offer and functionality.

4.2.2 Building a Confident and Sustainable Community

The Development Framework will contribute to the building of a distinct, cohesive and strong community at the heart of the Neath Port Talbot Waterfront which meets the needs of its people. This building block will focus on the provision of essentials of community life such as housing and community facilities, ensuring that all local people are afforded access and choice.

The underlying principles guiding the Development Framework are to:

- Ensure that development achieves a high level of sustainability
- Allow for phased development within a comprehensive framework
- Enhance the civic pride of the town
- Provide a high quality gateway to Port Talbot
- Enhance and diversify the range of community facilities
- Increase the attractiveness of the town as a place to live, visit and invest
- Facilitate the improvement of pedestrian flows
- Provide high quality residential development
- Provide 20% affordable housing
- Provide for a mix of housing types and tenures

4.2.3
Enhancing the Environment

The environment of Port Talbot Harbourside and the Town Centre is currently poor quality, consisting almost entirely of previously developed "brownfield" land, set against a backdrop of hills.

Port Talbot Town Centre has a mixed urban environment, of some quality in the prime shopping area and Civic Centre, but deteriorating towards the lower end of Station Road. Apart from the River Afan, which does not appear in a natural state, the town centre is largely devoid of natural features. A good quality town centre environment could greatly enhance the experience of the visitor, and so benefit the local economy. With the Town Centre considered a 'gateway' to Port Talbot an improved environment is essential for people's vision of the town.

The waterfront location of the area covered by the Development Framework is one of its strongest assets and the only significant asset of the natural landscape. A quality natural and man made environment is essential to maximise potential as a growth area and will have a beneficial impact on all the other building blocks essential for a sustainable community.

The Development Framework is developed from the following principles:

- Retain, protect and enhance the best aspects of the area
- Improve the quality of existing buildings and spaces
- Improve the image and appearance of the town centre
- Remove dereliction, mitigate contamination and bring vacant land and buildings into beneficial use
- Integrate the site with its diverse physical context
- Ensure that new development offers high quality urban design
- Create open space and green areas
- Recognise biodiverity interest present on the site and maximise opportunities to protect and enhance biodiversity features.

4.2.4
Education Excellence and Lifelong Learning

The Council is committed to educational excellence in its communities with schools positioned at the heart of the community. It is essential that the community has access to the full range of educational opportunities in order to enhance the prospects of its citizens and the attractiveness of Port Talbot as a place to live and work. Within the area of the Development Framework the strengths of the community must be developed to improve educational infrastructure through the principles outlined in the Strategic Schools Improvement Programme (SSIP):

- Make provision for additional educational facilities that may be required as a result of any increase in population
- Support investment from further or higher education establishments, to encourage the strengthening and diversification of the local skill base
- Maximise the use of educational assets for community benefit.

5.0 The Development Framework

5.1 The Indicative Land Use Plan

The Regeneration Strategy, developed in consideration of the UDP and with an understanding of the economic, social and environmental characteristics of the town, has been used to shape a Development Framework. The Framework is presented as an indicative land use plan (see Appendix I), setting out various land uses for each major development area, and a series of priority actions.

It is anticipated that both the priority actions and allocated land uses will be implemented over the six year lifespan of the Strategy, but they will be regularly reviewed as projects are undertaken and new development opportunities emerge. These reviews will inform preparation of the new Local Development Plan and may lead to revisions of the SPG.

Physical regeneration land use opportunities have been identified that will bring regeneration benefits to the local community and to other nearby communities. The land uses proposed by the Development Framework Plan seek to make the most of local development opportunities, locating appropriate retailing close to the Town Centre; residential and leisure/recreation at the waterside; and office, hotel, food and drink and new car parking uses near to the Parkway Station.

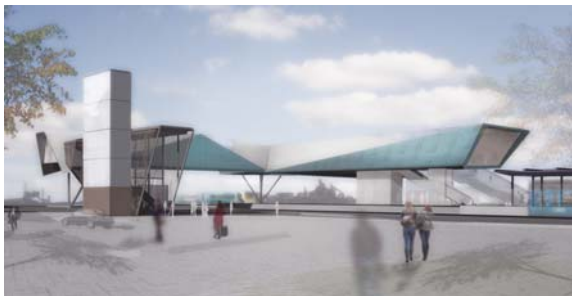
The Development Framework complements the Strategic Goals of the Neath Port Talbot Waterfront Regeneration Strategy.

The Indicative Land Use Plan is based on a series of options, developed from opportunities that have been identified within the area, and is accompanied by a series of Priority Actions that have been identified as having the potential to initiate implementation of the plan. The land uses and actions identified have been shaped in consideration of feasibility studies and the response to public consultation.

5.2 Priority Actions

Port Talbot Town Centre

- A programme of public realm and accessibility enhancements for Port Talbot Town Centre
- A programme of works to enhance the station precinct area and encourage pedestrian use
- The redevelopment of Port Talbot Parkway Station
- Promote the provision of mixed use retail, residential, office and leisure accommodation within the non-pedestrianised section of Station Road
- Promote the alternative use and enhancement of the Plaza Cinema



Harbourside

- Provision of additional car park accommodation for the Parkway Station
- Promote the redevelopment of Port Talbot Bus Station
- Market the area as a location for high quality office development linked to its strong transport links
- Promote the waterfront as an attribute of the area
- Investigate the feasibility of reclaiming land at Steel Works Wharf to provide waterfront leisure facilities, in consideration of the impact of Harbour Way on the area
- Promote the enhancement and alternative use of the existing Magistrates Court building
- Develop a programme of environmental improvements to both the natural and built environments
- Develop the Port Talbot Gasworks site for a mixture of residential and light industrial use
- Support the creation of an attractive pedestrian Boulevard leading from the proposed new pedestrian 'land bridge' at the station to the waterfront at Steel Works Wharf
- Develop pedestrian networks to link the town centre with Harbourside
- Promote the development of allocated land for the uses indicated in the Development Framework Plan
- Investigate the feasibility of closing the level crossing
- Support the provision of food and drink as well as hotel uses near the Parkway Station, mixed with Office use, to compliment the established uses of the Town Centre

5.3 Master Planning

In promoting specific sites for development it is recognised that there are many factors which will affect the feasibility of (and programme for) development including:

- Land ownership
- Potential for flooding
- Physical constraints
- Adequacy of infrastructure
- Legal constraints
- Development financing
- Policy decisions

These issues will be examined in detail as the sites are brought forward. Site specific master planning will be undertaken to determine the most appropriate site development options and Development Briefs produced to ensure quality in design and layout.

Flooding is a major issue in the development of new and existing sites. The Environment Agency flood map for the area shows large areas of land within the WAG's TAN 15 C2 Zones, representing a considerable constraint to new development as only less vulnerable development, that includes general industrial, employment, commercial and retail development, transport and utilities infrastructure including car parks, should be considered subject to application of justification test, including acceptability of consequences.

Emergency services and highly vulnerable development, including all residential premises and public buildings, should not be considered.

Master planning will be undertaken in the context of the City Region Strategy for Swansea Bay as promoted by the Spatial Plan, the UDP policies and the emerging LDP. It is recognised that the coast, within which Port Talbot is located, is specifically identified for regeneration to create a thriving retail, leisure and business offer along the waterfront, within a sustainable environment, with full regard to conservation and enhancement of biodiversity. Port Talbot is identified as having a critical role to play in the success of the city region, its development being a vital element of the strategy for the Area.

The Indicative Land Use Plan, part of the Development Framework, illustrates land use proposals for Port Talbot. These broad proposals have been developed following feedback from the public and stakeholder consultation events and are focused on areas in and around Port Talbot Town Centre and Harbourside.

6.0 Regeneration Partners

6.1 Implementation

To achieve the vision for the area it is crucial that all landowners, developers and partners collaborate to deliver appropriate development. In this regard, Section 106 financial contributions will be pooled and applied in support of the development of the area as a whole and not necessarily directly related to the individual developments.

Proposals for development which are in any way prejudicial to achieving the objectives of comprehensive development of the area will not be acceptable.

This SPG informs residents, the community, developers, businesses and the Local Planning Authority when considering planning applications within the area.

The SPG is a material consideration in the evaluation of planning applications. It is designed to remain responsive to changing conditions and will be monitored and reviewed in the light of experience, including planning appeals, and changes in national policy and regulations.

The vision for Harbourside and Port Talbot Town Centre is of a town that provides an attractive public realm, community facilities, appropriate new retail and leisure outlets, increased employment opportunities, additional residential dwellings with a range of sizes and tenures, and transport improvements to encourage sustainable modes of travel.

All new buildings and developments are expected to be of a high standard of design. High quality buildings and places are particularly important in a town centre as they contribute to creating an environment that people enjoy living in, as well as attracting investment and visitors. Principles of good urban design must be taken into account in all developments. It is also important that new developments are designed to make the public realm attractive, safe and accessible to the whole community. The Authority will require urban design codes to be agreed for each phase or stage of the development.

Design codes will provide a high degree of detail and subsequent development will only be approved where it is in accordance with the approved design code.

Development will be carried out in accordance with the master plan for the area and design codes will form part of planning conditions or legal agreements attached to planning consents.

All proposals must provide a design and access statement, to be assessed as part of the planning application (Technical Advice Note 12 'Design' provides guidance on preparing design and access statements).

The success and sustainability of a local neighbourhood is partly a product of the distance people have to walk to access daily facilities and public transport. Developments within the

town centre should promote the efficient use of land by integrating a range of land uses, transport options and open space to create a diverse and sustainable town centre with a reduced demand for travel by private vehicle.

Development should set as a target BRE Eco-Homes 'Excellent standard' or BREEAM 'very good' standard for commercial and other developments. Further details on these standards are available from the Building Research Establishment

Developments will also be expected to meet wider sustainability objectives. More details on this are available in the Council's SPG on Sustainable Development. Biodiversity enhancements should be incorporated within landscaping at suitable opportunities.

6.1.1
Remediation and Reclamation

In parts of the Port Talbot Industrial Estate site investigations have been undertaken and have identified significant problems with regard to ground conditions and contamination.

Developers will be required to demonstrate that adequate investigations have been undertaken and to provide assurance that any significant risks will be addressed before or during development.

Developers will be required to produce adequate site investigation reports, and carry out appropriate treatment, remediation or mitigation proposals as necessary.

6.1.2
Flooding

Where flood risk has been identified as a potential constraint to future development, i.e. in zones C1 and C2, adequate flood mitigation solutions must be integrated into the proposed development to minimise the risk to life and property should a flood occur. The Development Framework has been informed by a Strategic Flood Consequences Assessment (SFCA), but individual development proposals will need to be accompanied by detailed FCAs that deal with such issues.

6.1.3
Utilities

Utilities should be provided in a way that serves the development as a whole and allows upgrading and extension to serve future phases of the development.

6.1.4
Air Quality

The majority of the masterplan site falls inside the Air Quality Action Plan Area and the Authority will assess proposals for new uses within the area based on their impact on air quality. Developers will need to demonstrate that development does not adversely impact on the Air Quality Objectives in particular relating to the concentration of PM10 particulates in the air.

6.1.5
Noise

The steelworks, commercial shipping and railway provide sources of noise that should be taken account of in the design of new development. This is both to protect occupiers of the new developments and to ensure that existing uses are not constrained.

6.1.6
Biodiversity

There are areas of significant biodiversity particularly around the docks and along the river corridor. Developers will be expected to protect and enhance important habitats and species. Where loss of biodiversity is unavoidable, developers will need to compensate for this loss, either on or off-site.

6.2
Partnership Approach

The Council recognises that the objectives of the Masterplan will not be met by a single organisation but will require key stakeholders to work in cooperation to identify priorities, generate investment and deliver the actions that have been identified.

This Development Framework encourages partners to align their plans and activities with the priority actions, thereby targeting resources and maximising their beneficial impact within the community.

The stakeholders map shows the main partners involved in achieving significant and lasting regeneration in Port Talbot.

6.3
Communication

For this Development Framework to become an effective tool for regeneration it will be essential that meaningful and continual communication is established between the partners. Of particular importance will be the dialogue with the local community and how the needs and aspirations of the community are identified and addressed.

The Development Framework has evolved following public and stakeholder consultation and community involvement will help shape all significant Council led proposals within Port Talbot Harbourside and Town Centre.

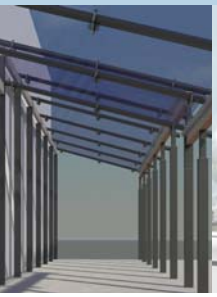
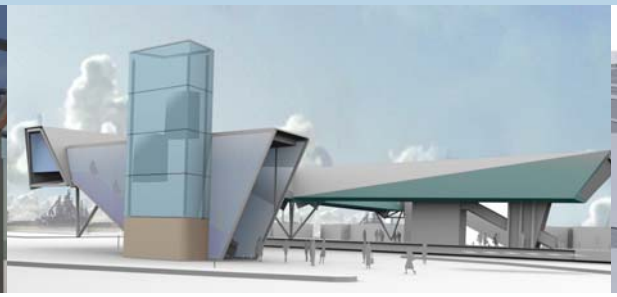
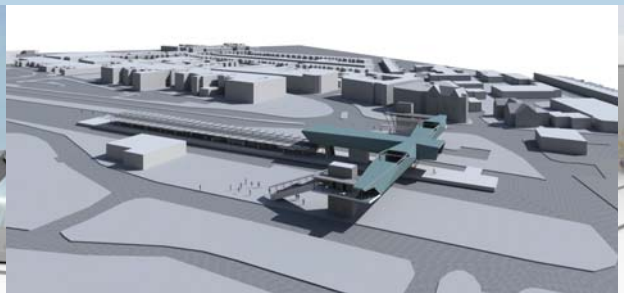
Stakeholders Map

7.0 The Council's vision

7.1 Port Talbot town centre

The Council's vision for Port Talbot is of an area that plays a significant role as a focus for economic and environmental regeneration and as a growth point for the development of Port Talbot and the wider Neath Port Talbot Waterfront Area.

The land use and other proposals are shown on the Plan and are summarised below:


Town centre enhancement

Enhancement of the shopping streets and 'station precinct' area, including improvements to accessibility, landscaping and street furniture, as well as the enhancement and re-use of key buildings.

Port Talbot Parkway Station

Redevelopment of the Parkway Station, incorporating a major new footbridge, to provide improved facilities and access to the platforms, and to encourage pedestrian flows between the town centre and docks.

Lower Station Road

Support for a wide range and mixture of uses within Lower Station Road, to encourage the viability and re-vitalisation of the town centre.

Refurbishment of the Plaza Cinema is a priority.

Aerial view of Harbour Way, the second phase of Port Talbot's Peripheral Distributor Road.

7.2 Harbourside

Environmental improvements

Development of a programme of improvements to the natural and built environments, including provisions for biodiversity within landscaping wherever possible. Further guidance can be obtained from the Biodiversity Unit.

Transport infrastructure

Strengthen local public infrastructure through the construction of Harbour Way, as well as and the redevelopment of both Port Talbot Bus Station and the Parkway Station, to include additional car parking to support the Parkway Station.

Office development

Market land close to Port Talbot Parkway Station for office development, anchored by the new Magistrates Court building within Harbourside.

Magistrates Court

Secure a new use for the existing Magistrates Court building.

Leisure facilities & the Waterfront

Promote the waterfront as an attribute of the area and consider the reclamation of land from Steel Works Wharf to provide waterfront leisure facilities. Allow for a mix of leisure use within part of the land allocated for office use.

Pedestrian links

Develop a pedestrian network to link the town centre with Harbourside and across the River Afan, including the creation of a Boulevard connecting the waterfront to the town centre via the proposed new Parkway Station footbridge.

Port Talbot Gas Works estate

Develop land forming part of the former Gasworks site to include residential and light industrial use.

Non-town centre retail

Encourage automotive use and bulky goods retail in locations close to, but outside of, the town centre to compliment the main shopping area.

Urban living

Provide sites for housing development adjoining the docks and river corridor, to revitalise the town and reduce development pressure on the surrounding countryside. Potential for an element of housing to be mixed with commercial and community use, as indicated.

Commercial & Community Use

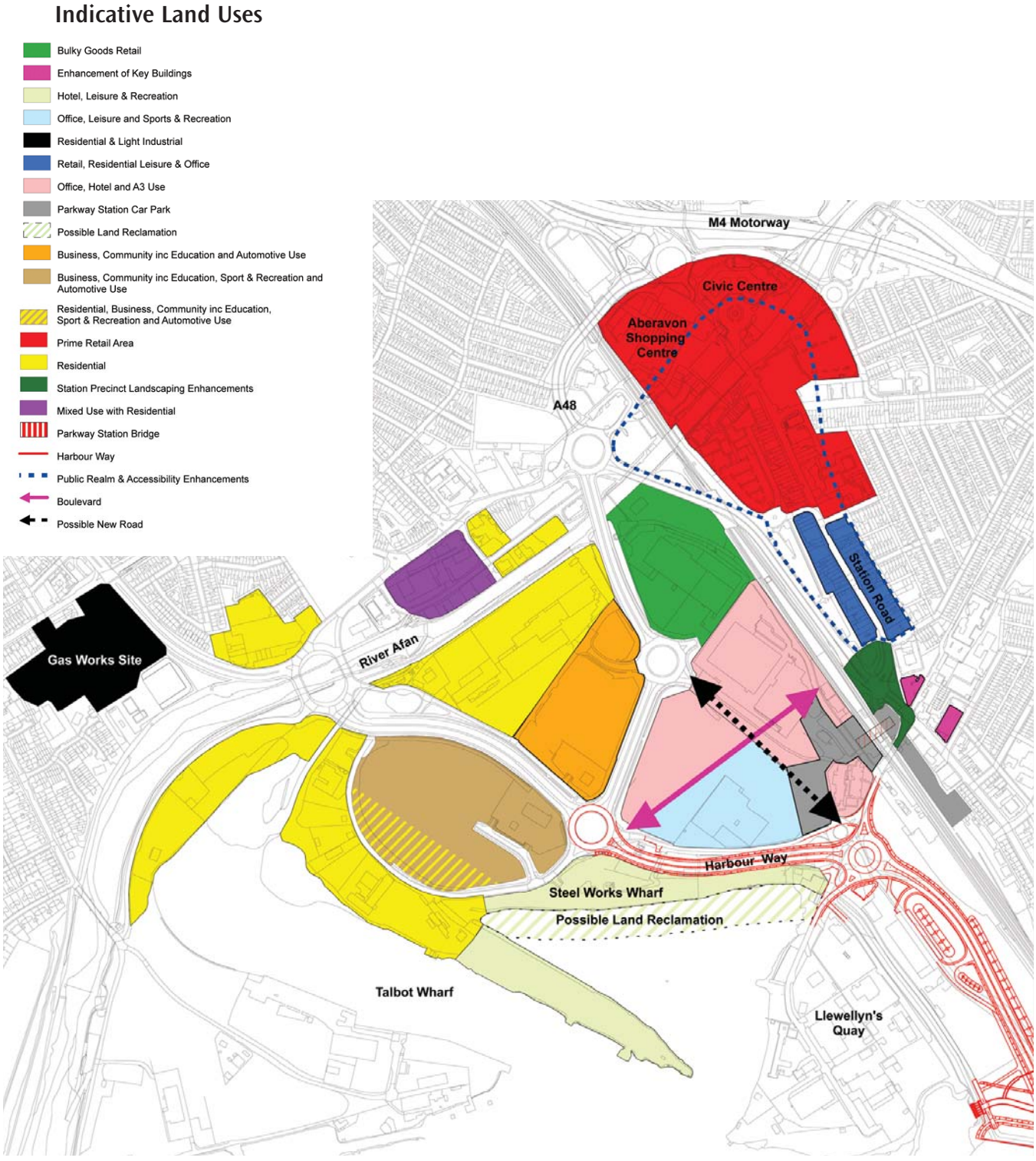
Set aside a significant area for the following mix of uses:

- Commercial, consisting of office and automotive uses
- Community use including education

Hotel, Food & Drink Uses

Support for the provision of food and drink as well as hotel uses, mixed with office use near the Parkway Station, to compliment the established uses of the Town Centre and improve the vitality, viability and sustainability of Harbourside.

Appendix I Development Framework Plan



Appendix II The Role of the Unitary Development Plan (UDP)

The Local Government (Wales) Act 1994 requires local authorities to prepare Unitary Development Plans (UDP) for their areas. The UDP is prepared under The 1990 Town and Country Planning Act (as amended), and The Town and Country Planning (Development Plan) Regulations 1991 and Development Plan (Amendment) Regulations 1997. Government advice on the preparation of the plan and its policy content is provided in: Unitary Development Plans Wales 2001; Unitary Development Plans A Guide to Procedures 2001; Planning Policy Wales 2002; Mineral Planning Policy Wales 2000 and the accompanying series of Technical Advice Notes.

The Planning and Compulsory Purchase Act 2004 introduces the requirement for local planning authorities to prepare Local Development Plans (LDPs) in place of UDPs. The Authority has now adopted the UDP as its Planning Policy Guidance and is now in the process of preparing the LDP.

The UDP covers the whole County Borough area of Neath Port Talbot and, replaces the existing previous Development Plan i.e. the Structure Plan, local plans and minerals local plan.

Section 54A of the Town and Country Planning Act 1990 (as amended) requires that:

'Where, in making any determination under the Planning Acts, regard is to be had to the development plan, the determination shall be made in accordance with the plan unless material considerations indicate otherwise'.

The purpose of the UDP is to guide development, conservation and the use of land within the County Borough for the fifteen years up to mid 2016. The plan has a base date of mid 2001. (Whenever possible information in the plan will include information based on June 30th 2001)

The UDP consists of two sections.

Part 1 A written statement of the authority's strategic policies for the development and other use of land in the area.

Part 2 A detailed written statement setting out the policies and proposals for the development and other use of land within the County Borough. The policies and proposals are displayed on the Proposals Map which is based on an Ordnance Survey Plan. It also includes justifications of the general policies set out in Part 1.

When considering proposals the plan is not a rigid blue print; more recent Assembly Government guidance, and other material considerations including new information will be taken into account. Where justified, the Authority will consider whether a proposal should be granted consent as a 'departure' from the plan. All applications which amount to a departure would be advertised by the Authority.

An Explanation of Supplementary Planning Guidance (SPG)

More detailed guidance on how the Authority considers proposals is provided in Supplementary Planning Guidance (SPG). These include matters such as: design, parking and highway (access), accessibility (by public transport, cycling and walking as well as the car), site and area development briefs, the provision of public open space and community facilities, the Welsh language, landscape and biodiversity.

The SPG documents do not have the statutory status of the adopted UDP, but are taken into account as material considerations when decisions are taken on planning proposals (both by the Local Planning Authority and by Welsh Assembly Government Planning Inspectors).

The Authority has undertaken widespread consultation on the SPG documents and responses were taken fully into account before the guidance was finalised. A record of the responses is available from the Authority.

A list of existing and proposed SPG's is included in Appendix 2 of the adopted plan and are available in an updated form on the Authority's website.

Neath Port Talbot County Borough Council
The Quays
Brunel Way
Baglan Energy Park
Briton Ferry
Neath
SA11 2GG

www.npt.gov.uk/planning

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

2014 Air Quality Progress Report for Neath Port Talbot County Borough Council

In fulfillment of Part IV of the
Environment Act 1995
Local Air Quality Management

Date (August, 2014)

Local Authority Officer	Martin Hooper
Department	Environment
Address	Quays Brunel Way Baglan Energy Park Neath SA11 2GG
Telephone	01639 686517
e-mail	m.hooper@npt.gov.uk
Report Reference number	E2/16/9f
Date	August 2014

Executive Summary

Measurements of PM_{10} in Port Talbot revealed a breach of the short term air quality objective at the Prince Street monitoring site, which is operated by Natural Resources Wales. Consequently, the Council is to deploy a new dual PM_{10} and $PM_{2.5}$ FDMS monitor at this location as soon as possible in 2014. There was no similar breach of the short term air quality objective at any other sites in Port Talbot.

$PM_{2.5}$ concentrations easily comply with the EU Target and Limit values which are to be met by 2015.

Once again, there were no problems with levels of lead, arsenic or cadmium. Nickel levels were compliant with the EU Target at three out of four locations, the exception being Tawe Terrace. This site is close to the Wall Colmonoy works, which makes extensive use of the metal in the manufacturing process. A great deal of work is being undertaken to attempt to further reduce nickel levels at this site.

Levels of sulphur dioxide and carbon monoxide complied with air quality objectives.

Ozone concentrations exceeded the UK recommended air quality objective again during 2013, but this is a common occurrence across the country.

Polyaromatic hydrocarbons (PAH) at Port Talbot exceeded the UK air quality objective but easily complied with the EU Limit value. PAH levels are not currently improving.

Nitrogen dioxide complied with air quality objectives at all locations although locations at Pontardawe and Victoria Gardens in Neath remain close to exceeding the annual averaged Air Quality Objective.

Nuisance dust measurements once again show that the highest fallout rates are encountered in Port Talbot, with four sites having monthly measurements greater than the “limit” of 200 mg/m^2/day. Prince Street was the highest of these, with an annual average of 199 mg/m^2/day. 2013 was also a poor year for the Cwmllynfell site, which is close to an opencast site.

The next course of action will be to submit the 2015 Updating and Screening Assessment and conduct a Detailed Assessment of the 24hr air quality objective for PM_{10} at Prince Street, Port Talbot.

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Appendices

1 Introduction

1.1 Description of Local Authority Area

The County Borough of Neath Port Talbot covers an area of 44,126 hectares. Rising from sea level in the west to 600 metres at Craig Y Llyn, above Glynneath, Neath Port Talbot is predominantly an upland area dissected by the valleys of the Afan, Neath, Dulais and Tawe rivers which all flow to the sea in Swansea Bay. These valleys are separated from each other by ridges of high forest or moorland. A narrow coastal strip extends around Swansea Bay where the main centres of population are found. The surrounding valleys are rural in aspect with scattered communities. The County Borough has a population of 139,800 (2011 Census) and contains 63,978 dwellings (2011 Census). While over recent decades the overall population trend has been of gradual decline, population figures since the 2001 Census indicate population increases which have been predominantly fuelled by internal migration from other areas of the UK and neighbouring local authorities. The main demographic challenges to the County Borough are an aging population where it is projected that the population aged over 65 years old will increase by 35% by 2023, long term ill health, low levels of economic activity and access to private transport.

The County Borough is served by the M4 motorway with the A465 “Heads of the Valleys” road providing links to the M50 and the midlands. The Intercity Rail service includes mainline stations in Neath and Port Talbot. The area has a strong manufacturing base with more than twice the UK average employed in the manufacturing sector.

The steel industry remains by far the largest industrial employer in the County Borough with around 3,000 employed directly at the Port Talbot works although contraction in the labour force has affected employment, contractors and suppliers.

Coal mining is still important in the valley communities where small mines, opencast sites and coal processing/washeries provide valuable local jobs.

1.2 Purpose of Progress Report

This report fulfils the requirements of the Local Air Quality Management (LAQM) process as set out in Part IV of the Environment Act (1995), the Air Quality Strategy for England, Scotland, Wales and Northern Ireland 2007 and the relevant Policy and Technical Guidance documents. The LAQM process places an obligation on all local authorities to regularly review and assess air quality in their areas, and to determine whether or not the air quality objectives are likely to be achieved. Where exceedences are considered likely, the local authority must then declare an Air Quality Management Area (AQMA) and prepare an Air Quality Action Plan (AQAP) setting out the measures it intends to put in place in pursuit of the objectives.

Progress Reports are required in the intervening years between the three-yearly Updating and Screening Assessment reports. Their purpose is to maintain continuity in the Local Air Quality Management process.

They are not intended to be as detailed as Updating and Screening Assessment Reports, or to require as much effort. However, if the Progress Report identifies the risk of exceedence of an Air Quality Objective, the Local Authority (LA) should undertake a Detailed Assessment immediately, and not wait until the next round of Review and Assessment.

1.3 Air Quality Objectives

The air quality objectives applicable to LAQM **in Wales** are set out in the Air Quality (Wales) Regulations 2000, No. 1940 (Wales 138), Air Quality (Amendment) (Wales) Regulations 2002, No 3182 (Wales 298), and are shown in Table 1.1. This table shows the objectives in units of micrograms per cubic metre µg/m^3 (milligrammes per cubic metre, mg/m^3 for carbon monoxide) with the number of exceedences in each year that are permitted (where applicable). The date for compliance is also provided.

Table 1.1 Air Quality Objectives included in Regulations for the purpose of LAQM in Wales

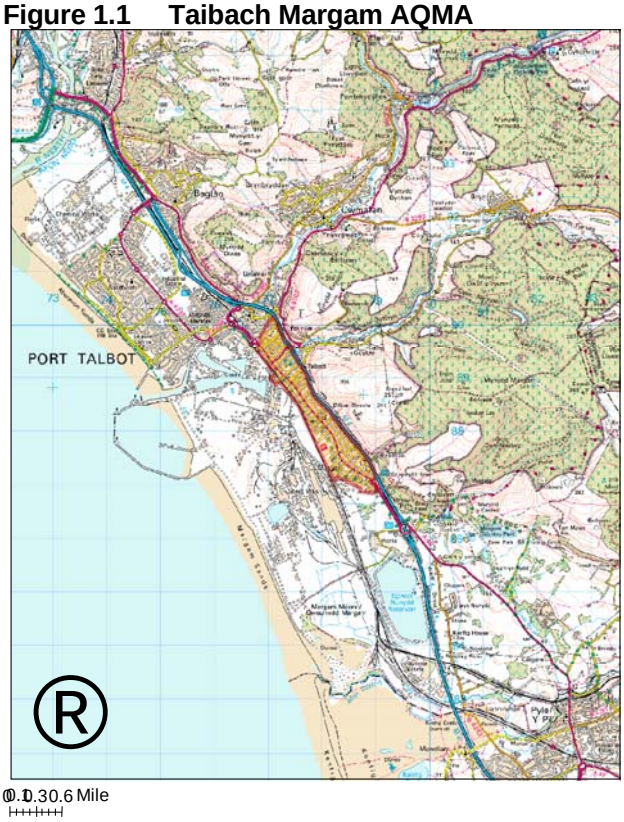
Pollutant	Air Quality Objective		Date to be achieved by
	Concentration	Measured as	
Benzene	16.25 µg/m^3	Running annual mean	31.12.2003
	5.00 µg/m^3	Annual mean	31.12.2010
1,3-Butadiene	2.25 µg/m^3	Running annual mean	31.12.2003
Carbon monoxide	10 mg/m^3	Running 8-hour mean	31.12.2003
Lead	0.50 µg/m^3	Annual mean	31.12.2004
	0.25 µg/m^3	Annual mean	31.12.2008
Nitrogen dioxide	200 µg/m^3 not to be exceeded more than 18 times a year	1-hour mean	31.12.2005
	40 µg/m^3	Annual mean	31.12.2005
Particulate Matter (PM_{10}) (gravimetric)	50 µg/m^3, not to be exceeded more than 35 times a year	24-hour mean	31.12.2004
	40 µg/m^3	Annual mean	31.12.2004
Sulphur dioxide	350 µg/m^3, not to be exceeded more than 24 times a year	1-hour mean	31.12.2004
	125 µg/m^3, not to be exceeded more than 3 times a year	24-hour mean	31.12.2004
	266 µg/m^3, not to be exceeded more than 35 times a year	15-minute mean	31.12.2005

1.4 Summary of Previous Review and Assessments

The 2000 review and assessment of air quality concluded that it would be necessary to declare an Air Quality Management Area for PM_{10} in Port Talbot. This was due the predicted failure to achieve the Government's Air Quality Objective for PM_{10} by the deadline of 31st December 2004 without intervention.

As a consequence the Taibach Margam AQMA was declared by the Council on 11th May 2000 and was in force effective from 1st July 2000. The AQMA is shown shaded in Figure 1.1 below.

Figure 1.1 Taibach Margam AQMA



The 2003 Updating and Screening Assessment (USA) showed that there was no need to proceed to a detailed assessment in respect of all but two pollutants, nitrogen dioxide and PM_{10}. Nitrogen dioxide measurements at Victoria Gardens, Neath had shown some increases that merited further investigation. PM_{10} measurements at Port Talbot had continued to require further measurement, especially as improvements to a blast furnace might have been expected to abate emissions somewhat.

The subsequent 2004 Detailed Assessment of nitrogen dioxide and PM_{10} showed that it would not be necessary to declare an AQMA in the vicinity of Victoria Gardens. PM_{10} concentrations were found to increase following re-commissioning of Blast furnace number 5 at the steelworks. However, the numbers of exceedances were not as

numerous as those recorded prior to the re-build of the furnace and the incorporation of cast house fume arrestment.

The 2006 USA showed that it would be necessary to proceed to a detailed assessment in respect of nitrogen dioxide. Several busy roads were identified for which accurate speed information was not available. Therefore it would necessary to deploy diffusion tubes in order to assess nitrogen dioxide levels at these locations. Measurements of PM10 would continue as before.

In 2007 the Detailed Assessment of nitrogen dioxide showed that none of the 19 roadside sites identified in the 2006 USA breached the annual average Air Quality Objective. However, two sites were close to the Objective and one site, Water Street, Port Talbot was at risk of exceeding. Diffusion tube monitoring continued at these locations.

The 2008 air quality report revealed compliance with PM_{10} Air Quality Objectives, both at Port Talbot Fire Station and the new site at Dyffryn School, Port Talbot. There were no breaches of Air Quality Objectives for the other LAQM pollutants, although one site at Victoria Gardens, Neath came close to doing so.

An Updating and Screening Assessment was reported in May 2009, which identified the need to proceed to a Detailed Assessment of nitrogen dioxide in respect of Water Street, Port Talbot. Further sites were also identified for deployment of nitrogen dioxide diffusion tubes. The daily averaged Air Quality Objective for PM_{10} was not exceeded in Port Talbot.

A Detailed Assessment of nitrogen dioxide was reported in 2010. This showed that Air Quality Objectives were not breached at Water Street, but recommended that a further detailed assessment should be conducted at this location.

An Air Quality Progress Report was produced in 2010, which identified the need to proceed to a Detailed Assessment of nitrogen dioxide in respect of sites at: Swansea Road, Pontardawe; Victoria Gardens, Neath and Water Street, Port Talbot.

A Detailed Assessment of nitrogen dioxide was reported in 2011. This showed that following improved traffic management and reducing volumes of traffic meant that there were no further problems at Water Street, but confirmed raised levels at Swansea Road, Pontardawe and Victoria Gardens, Neath. The Council committed to deploy continuous NO_2 analysers at these locations.

An Updating and Screening Assessment was reported in August 2012. This identified the need to proceed to a Detailed Assessment of nitrogen dioxide at Swansea Road, Pontardawe and Victoria Gardens, Neath. The report also identified the need to proceed to a Detailed Assessment for PM_{10} at respect of Prince Street, Margam.

An Air Quality Progress Report was reported in July 2013. This identified the need to proceed to a Detailed Assessment for NO_2 at Victoria Gardens in Neath.

Table 1.2 Summary of previous air quality reports

Report	Date produced	Outcomes
Annual air quality report	1998	Summary of routine measurements.
Annual air quality report	1999	Summary of routine measurements.
Annual air quality report	2000	Summary of routine measurements.
2000 Review and assessment of air quality	February 2000	AQMA for PM_{10} required for Port Talbot.
Annual air quality report	2001	Summary of routine measurements.
Annual air quality report	2002	Summary of routine measurements.
Updating and Screening Assessment of Air Quality	July 2003	Detailed assessment required for NO_2 and PM_{10}.
Annual air quality report	2003	Summary of routine measurements.
Annual air quality report	2004	Summary of routine measurements.
Detailed Assessment of air quality	November 2004	No AQMA required in respect of NO_2 at Victoria Gardens. PM_{10} problems at Port Talbot improved, but not enough to warrant revocation of AQMA.
Annual air quality report	2005	Summary of routine measurements.
Updating and Screening Assessment	April 2006	Detailed Assessment required in respect of NO_2 at several busy roads.
Annual air quality report	2006	Summary of routine measurements.
Detailed Assessment	April 2007	No AQMAs required for NO_2, but monitoring to continue at sites “at risk” of exceedance.
Annual air quality report	2007	Summary of routine measurements.
Annual air quality report	2008	Summary of routine measurements.
Updating and Screening Assessment	May 2009	Detailed Assessment required in respect of NO_2 at Water Street, Port Talbot.
Detailed Assessment of air quality	2010	No AQMA required but another Detailed Assessment recommended for Water Street.
Progress report	2010	Detailed Assessment recommended for 2 sites in Pontardawe and Neath.

Detailed Assessment of air quality	2011	Water Street issue now resolved, but continuous analysers to be deployed at 2 sites in Pontardawe and Neath.
Updating and screening assessment	2012	Detailed Assessment for NO_2 recommended for 2 sites in Pontardawe & Neath. Detailed Assessment for PM_{10} recommended for Prince Street in Port Talbot.
Progress report	2013	Detailed Assessment recommended for Victoria Gardens in Neath.

2 New Monitoring Data

2.1 Summary of Monitoring Undertaken

2.1.1 Automatic Monitoring Sites

Measurements of CO, PM_{10}, SO_2 and NO_2 are made continuously at Port Talbot Fire Station as part of the Automatic Urban and Rural Network (AURN). The site location is shown in Figure 2.1. Measurements are made either every 15 minutes or every hour depending on the pollutant concerned. The National Environmental Technology Centre (NETCEN) and their contractors (Bureau Veritas) collect the data from the Fire Station site and this is then subjected to a rigorous quality assurance procedure, prior to dissemination via the Internet. The site is initially contacted via modem and the data collected at regular intervals. Data is automatically scaled in accordance with the latest calibrations (where appropriate) and subjected to an initial inspection prior to dissemination within one hour of receipt. Subsequently, data remains in this format until a final ratification is carried out, by NETCEN, normally in three-month blocks. Some care should therefore be exercised when relying upon statistics not yet subject to final ratification. All data for 2013 has now been fully ratified and can therefore be reported with confidence.

Nitrogen dioxide is continuously measured at the junction of Victoria Gardens and Cimla Road in Neath and near to Pontardawe Post Office. The analysers are MCERTS certified and are subject to qa/qc audits and data ratification by Ricardo-AEA under a contract that also ensures that data is disseminated via the Welsh Air Quality Forum website. The instruments are covered by service contracts.

There are a total of seven PM_{10} analysers deployed in or near to the AQMA by the Council. All are Rupprecht & Patashnick TEOM FDMS units with type CB driers. Analysers owned by Neath Port Talbot Council are all covered by service contracts and qa/qc contracts with Richardo-AEA. Calibrations of gas analysers are carried out on an approximately fortnightly basis by the Council and Ricardo-AEA carry out bi-annual site audits at all locations.

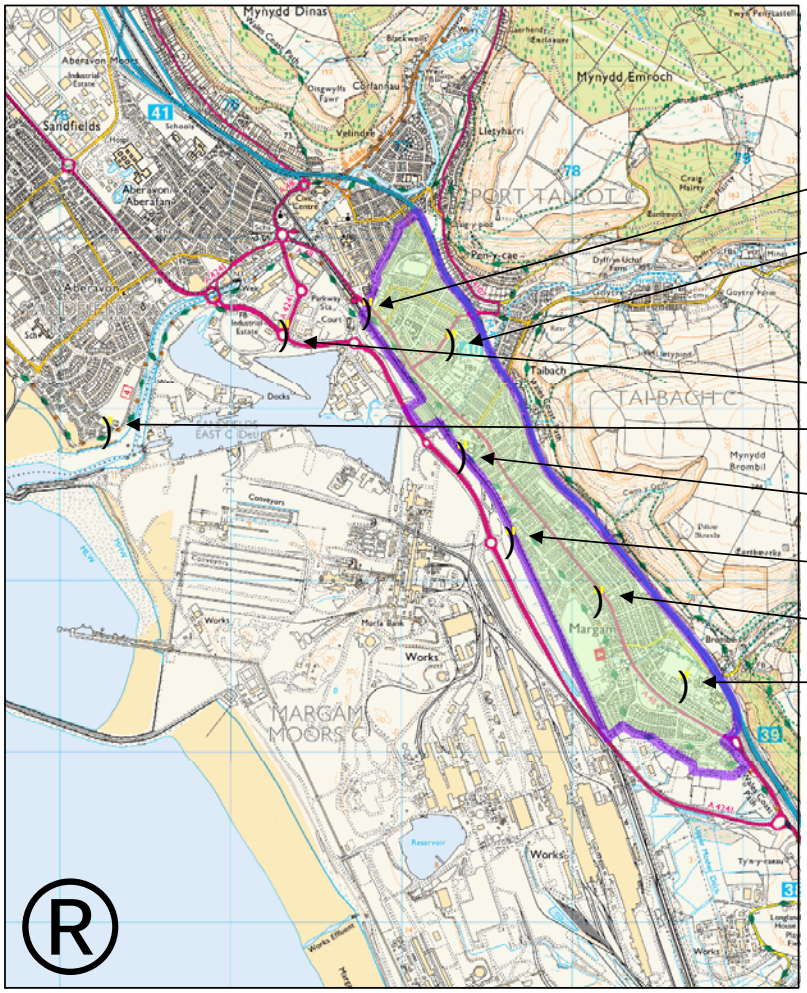
Data polled by Ricardo-AEA can be found on the Welsh Air Quality Forum website.

http://www.welshairquality.co.uk/

There is also a TEOM deployed by Natural Resources Wales at Prince Street in Port Talbot.

Figures 2.1 to 2.4 show the locations of the monitors.

Figure 2.1 Map of Automatic PM_{10} Monitoring Sites



Note: the purple line denotes the border of the AQMA.

Figure 2.2 Map of Automatic NO_2 Monitoring Sites

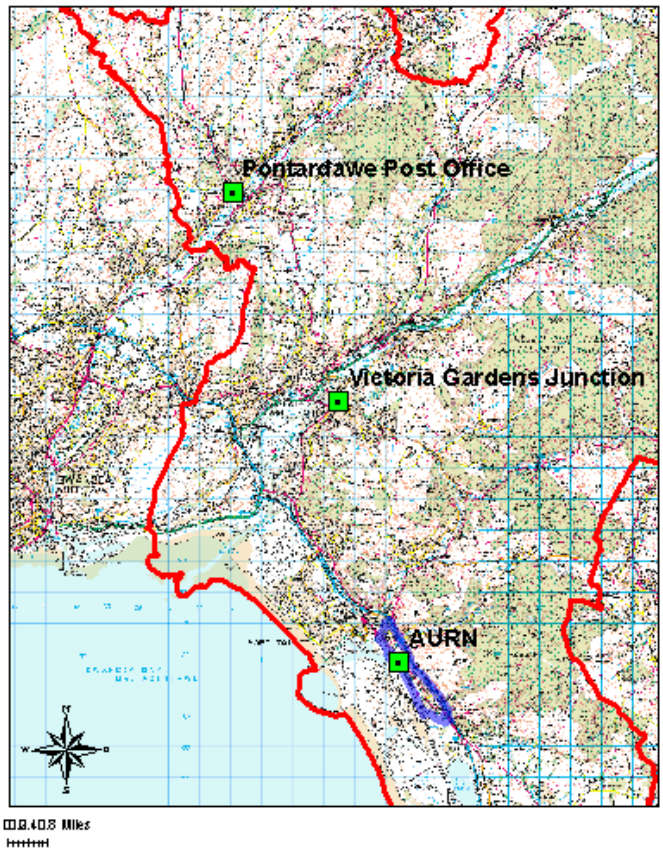


Figure 2.3 NO_2 analyser at Cimla Road/Victoria Gardens in Neath

Figure 2.4 NO_2 analyser at Pontardawe Post Office

Table 2.1 Details of Automatic Monitoring Sites

Site ID	Site Name	Site Type	X OS Grid Reference	Y OS Grid Reference	Inlet Height (m)	Pollutants Monitored	In AQMA?	Monitoring Technique	Relevant Exposure? (Y/N with distance (m) from monitoring site to relevant exposure)	Distance to Kerb of Nearest Road (m) (N/A if not applicable)	Does this Location Represent Worst-Case Exposure?
PT2	Port Talbot Fire Station	Industrial	277388	188733	2.0	PM_{10}, SO_2, CO, O_3, NO_2	Y	FDMS, UV fluorescence, IR absorption, UV absorbtion, chemiluminescence	Y (16)	8	Y
DS1	Dyffryn School	Industrial	278700	187387	2.0	PM_{10}	Y	FDMS	Y (88)	75	N
TW1	Twll-yn-y Wal Park	Industrial	278196	187891	2.0	PM_{10}	Y	FDMS	Y (14)	2	N
TH1	Theodore Road	Industrial	277328	189385	2.0	PM_{10}	Y	FDMS	Y (5)	6	N
TR1	Talbot Road	Roadside	276833	189567	2.0	PM_{10}	Y	FDMS	N	2	N
LW1	Port Talbot Little Warren	Industrial	275313	188879	3.0	PM_{10}	N	FDMS	N	160	N
DK1	Port Talbot Docks	Industrial	276346	189446	2.5	PM_{10}	Y	FDMS	N	2	N
PS1	Prince St.	Industrial	277689	188235	2.5	PM_{10}	Y	TEOM (VCM)	Y (40)	47	Y
VG2	Victoria Gardens	Roadside	275471	197183	1.4	NO_2	N	Chemiluminescence	Y (21)	1	Y
PD1	Pontardawe Post Office	Roadside	272031	203950	1.4	NO_2	N	Chemiluminescence	Y (3)	2.5	Y

2.1.2 Non-Automatic Monitoring Sites

Lead is measured at Port Talbot Fire Station and at Pontardawe Leisure Centre. Pumps sample the ambient air and filters are exposed for a fixed period of time. The filters are despatched to the laboratory together with information about the exposure time, flow rate etc. This information, combined with an analysis of the filters allows a concentration to be calculated for lead over the exposure period for the filters.

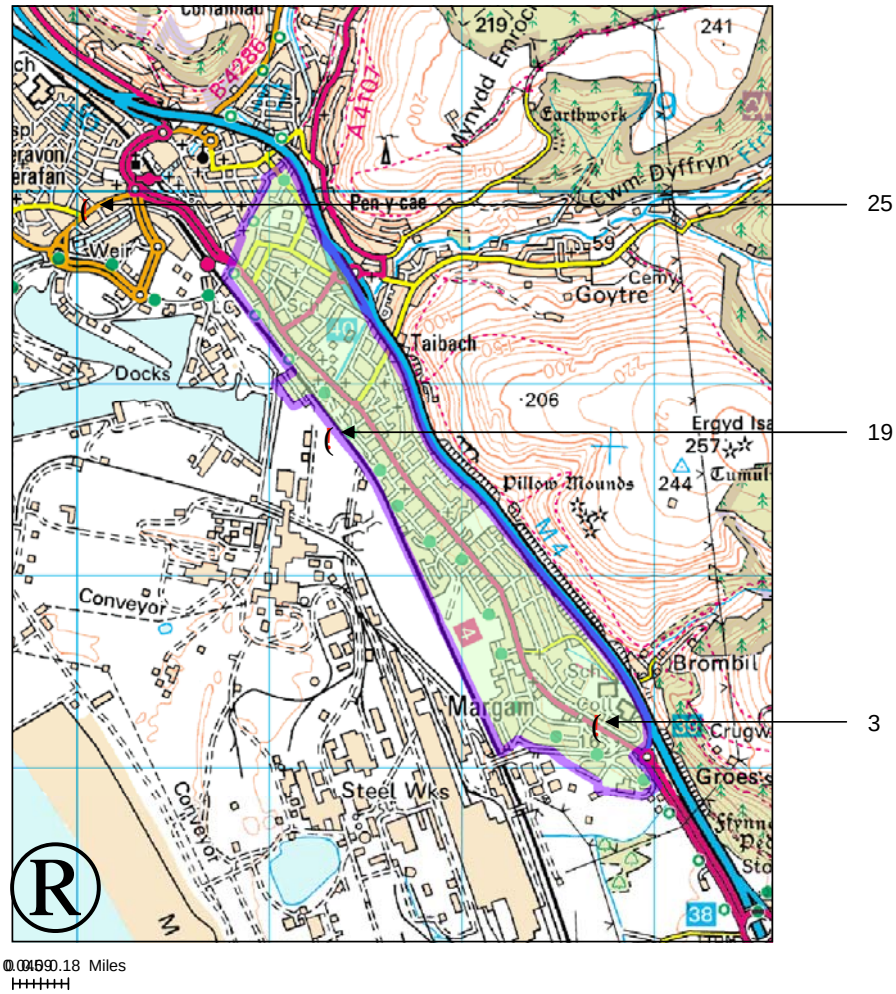
Measurements at Port Talbot Fire Station are carried out as part of the UK Metals Network and are subject to the quality assurance procedures of this network. The Council employs Ricardo-AEA to analyse and report results for filters exposed at Pontardawe Leisure Centre. The sampler is subject to a service contract to ensure it is correctly maintained.

PM_{10} is also measured at Port Talbot Fire Station using a Partisol, which is quality assured by Environmental Scientifics Group (ESG).

Nitrogen dioxide is also measured at a variety of locations using passive diffusion tubes (Figs. 2.5 – 2.9). The tubes are exposed for one month and are provided and analysed by ESG Didcot. The tubes are prepared using acetone:triethanolamine (50:50) and are subject to intercomparison quality assurance tests as part of the Workplace Analysis Scheme for Proficiency (WASP).

Figure 2.5 Locations of NO_2 diffusion tubes in Neath Port Talbot

Figure 2.6 Location of NO_2 diffusion tubes near Port Talbot



The Port Talbot AQMA is shaded green.

Figure 2.7 Location of NO_2 diffusion tubes in Briton Ferry

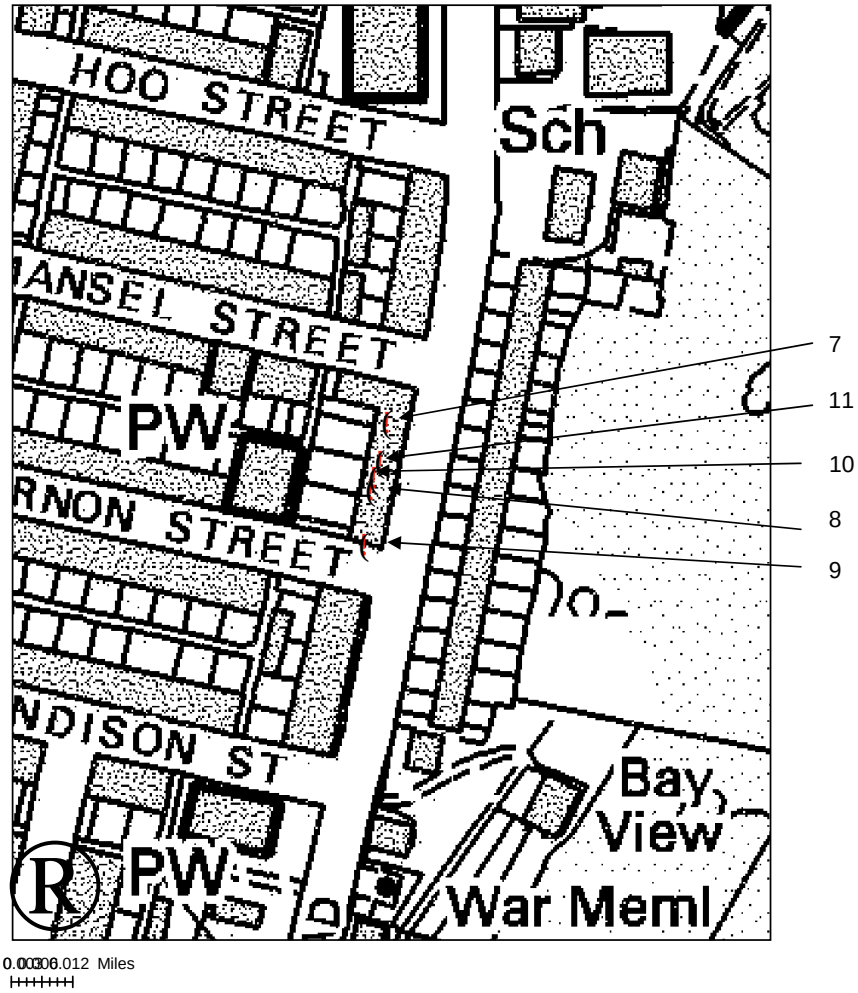


Figure 2.8 Location of NO_2 diffusion tubes in Neath

Figure 2.9 Location of NO_2 diffusion tubes in Pontardawe

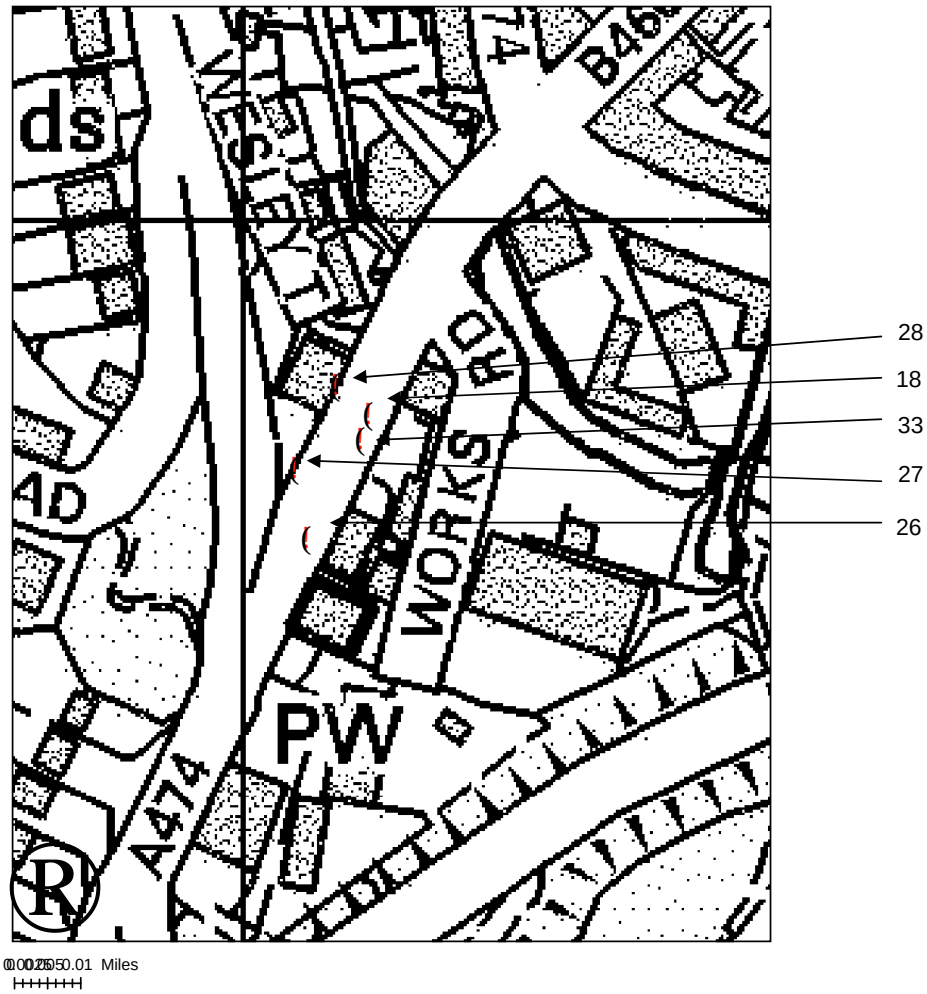


Table 2.2 Details of Non- Automatic Monitoring Sites

Site ID	Site Name	Site Type	X OS Grid Reference	Y OS Grid Reference	Site Height (m)	Pollutants Monitored	In AQMA?	Is Monitoring Co-located with a Continuous Analyser (Y/N)	Relevant Exposure? (Y/N with distance (m) from monitoring site to relevant exposure)	Distance to Kerb of Nearest Road (m) (N/A if not applicable)	Does this Location Represent Worst-Case Exposure?
3	11 College Green, Margam, Port Talbot	Urban background	278794	187237	2.0	NO_2	Y	N	Y (2m)	1m	N
4	8 Victoria Gardens, Neath	Roadside	275494	197272	2.5	NO_2	N	N	Y (2m)	4.5 m	N
5	28 Eastland Road, Neath	Roadside	275420	197161	2.5	NO_2	N	N	Y (0m)	4 m	N
7	Moby's, Neath Road, Briton Ferry	Roadside	274312	194601	2.5	NO_2	N	N	Y (2m)	1.5 m	Y

Site ID	Site Name	Site Type	X OS Grid Reference	Y OS Grid Reference	Site Height (m)	Pollutants Monitored	In AQMA?	Is Monitoring Co-located with a Continuous Analyser (Y/N)	Relevant Exposure? (Y/N with distance (m) from monitoring site to relevant exposure)	Distance to Kerb of Nearest Road (m) (N/A if not applicable)	Does this Location Represent Worst-Case Exposure?
8	185 Neath Road, Briton Ferry	Roadside	274307	194580	2.5	NO_2	N	N	Y (0m)	1.5 m	Y
9	179 Neath Road, Briton Ferry	Roadside	274305	194563	2.5	NO_2	N	N	Y (0m)	1.5 m	Y
10	187 Neath Road, Briton Ferry	Roadside	274308	194584	2.5	NO_2	N	N	Y (0m)	1.5 m	Y
11	189 Neath Road, Briton Ferry	Roadside	274310	194589	2.5	NO_2	N	N	Y (0m)	1.5 m	Y
12	34 Eastland Road, Neath	Roadside	275427	197139	2.5	NO_2	N	N	Y (0m)	4 m	N

Site ID	Site Name	Site Type	X OS Grid Reference	Y OS Grid Reference	Site Height (m)	Pollutants Monitored	In AQMA?	Is Monitoring Co-located with a Continuous Analyser (Y/N)	Relevant Exposure? (Y/N with distance (m) from monitoring site to relevant exposure)	Distance to Kerb of Nearest Road (m) (N/A if not applicable)	Does this Location Represent Worst-Case Exposure?
13	40 Eastland Road, Neath	Roadside	275415	197110	2.5	NO_2	N	N	Y (0m)	4 m	N
14	32 Eastland Road, Neath	Roadside	275431	197149	2.5	NO_2	N	N	Y (0m)	4 m	N
15	30 Eastland Road, Neath	Roadside	275434	197157	2	NO_2	N	N	Y (0m)	4 m	N
16	5 Victoria Gardens, Neath	Roadside	275464	197230	2.5	NO_2	N	N	Y (0m)	3.5 m	Y
17	1 Greenway Road, Neath	Roadside	275455	197211	2.5	NO_2	N	N	Y (0m)	1 m	Y

Site ID	Site Name	Site Type	X OS Grid Reference	Y OS Grid Reference	Site Height (m)	Pollutants Monitored	In AQMA?	Is Monitoring Co-located with a Continuous Analyser (Y/N)	Relevant Exposure? (Y/N with distance (m) from monitoring site to relevant exposure)	Distance to Kerb of Nearest Road (m) (N/A if not applicable)	Does this Location Represent Worst-Case Exposure?
18	Pontardawe Post Office	Roadside	272034	203954	2.5	NO_2	N	N	Y (0m)	1m	Y
19	Port Talbot Fire Station	Industrial	277399	188734	2.5	NO_2	Y	Y	Y (16m)	8 m	N
20	3 Victoria Gardens, Neath	Roadside	275463	197223	2	NO_2	N	N	Y (0m)	3.5 m	Y
21	50 Greenway Road, Neath	Roadside	275452	197195	2.5	NO_2	N	N	Y (0m)	1 m	Y
22	54 Windsor Road, Neath	Roadside	275146	197248	2.5	NO_2	N	N	Y (0m)	1.5 m	Y

Site ID	Site Name	Site Type	X OS Grid Reference	Y OS Grid Reference	Site Height (m)	Pollutants Monitored	In AQMA?	Is Monitoring Co-located with a Continuous Analyser (Y/N)	Relevant Exposure? (Y/N with distance (m) from monitoring site to relevant exposure)	Distance to Kerb of Nearest Road (m) (N/A if not applicable)	Does this Location Represent Worst-Case Exposure?
23	4 Victoria Gardens, Neath	Roadside	275482	197227	2.5	NO_2	N	N	Y (0m)	3.5 m	Y
24	Stockham's Corner Flats	Roadside	275200	196905	2.5	NO_2	N	N	Y (0m)	3 m	Y
25	Old Fire Station, Water Street, Port Talbot	Roadside	276131	189926	2.5	NO_2	N	N	Y (3m)	1 m	Y
26	10 Swansea Road, Pontardawe	Roadside	272019	203924	2.5	NO_2	N	N	Y (0m)	1 m	Y

Site ID	Site Name	Site Type	X OS Grid Reference	Y OS Grid Reference	Site Height (m)	Pollutants Monitored	In AQMA?	Is Monitoring Co-located with a Continuous Analyser (Y/N)	Relevant Exposure? (Y/N with distance (m) from monitoring site to relevant exposure)	Distance to Kerb of Nearest Road (m) (N/A if not applicable)	Does this Location Represent Worst-Case Exposure?
27	11a Swansea Road, Pontardawe	Roadside	272016	203941	2.5	NO_2	N	N	Y (0m)	1 m	Y
28	8 Swansea Road, Pontardawe	Roadside	272026	203961	2.5	NO_2	N	N	Y (0m)	1 m	Y
33	Bus Stop near Pontardawe Post Office	Roadside	272032	203948	1.4	NO_2	N	Y	Y (3m)	2.5 m	N
34	Lights at Cimla Junction	Roadside	275472	197185	1.4	NO_2	N	Y	Y (20m)	1.5 m	N

2.2 Comparison of Monitoring Results with Air Quality Objectives

2.2.1 Nitrogen Dioxide (NO_2)

Automatic Monitoring Data

Table 2.3 summarises the results from automatic monitors compared to the annual mean objective. Only the site at Victoria Gardens (42 µg/m^3) exceeded the annual air quality objective of 40 µg/m^3. However, this site is not representative of relevant exposure and it was not possible to locate the monitor at properties where concentrations are highest. Therefore, diffusion tubes were co-located at the three continuous analysers in order to provide a local bias adjustment factor for diffusion tubes in the County Borough.

It was also not possible to place the monitor at the frontage of Pontardawe Post Office due to the shortage of space and health & safety concerns. Diffusion tubes were co-located with the monitor.

Table 2.3 Results of Automatic Monitoring for NO_2: Comparison with Annual Mean Objective

Site ID	Site Type	Within AQMA?	Valid Data Capture for Monitoring Period % [a]	Valid Data Capture 2013 % [b]	Annual Mean Concentration (µg/m^3)				
					2009* [c]	2010* [c]	2011* [c]	2012* [c]	2013 [c]
PT2	Industrial	Y	98	98	17	19	18	18	17
VG2	Roadside	N	99	99	-	-	-	**51**	**42**
PD1	Roadside	N	92	92	-	-	-	28	23

In bold, exceedence of the NO_2 annual mean AQS objective of 40µg/m^3

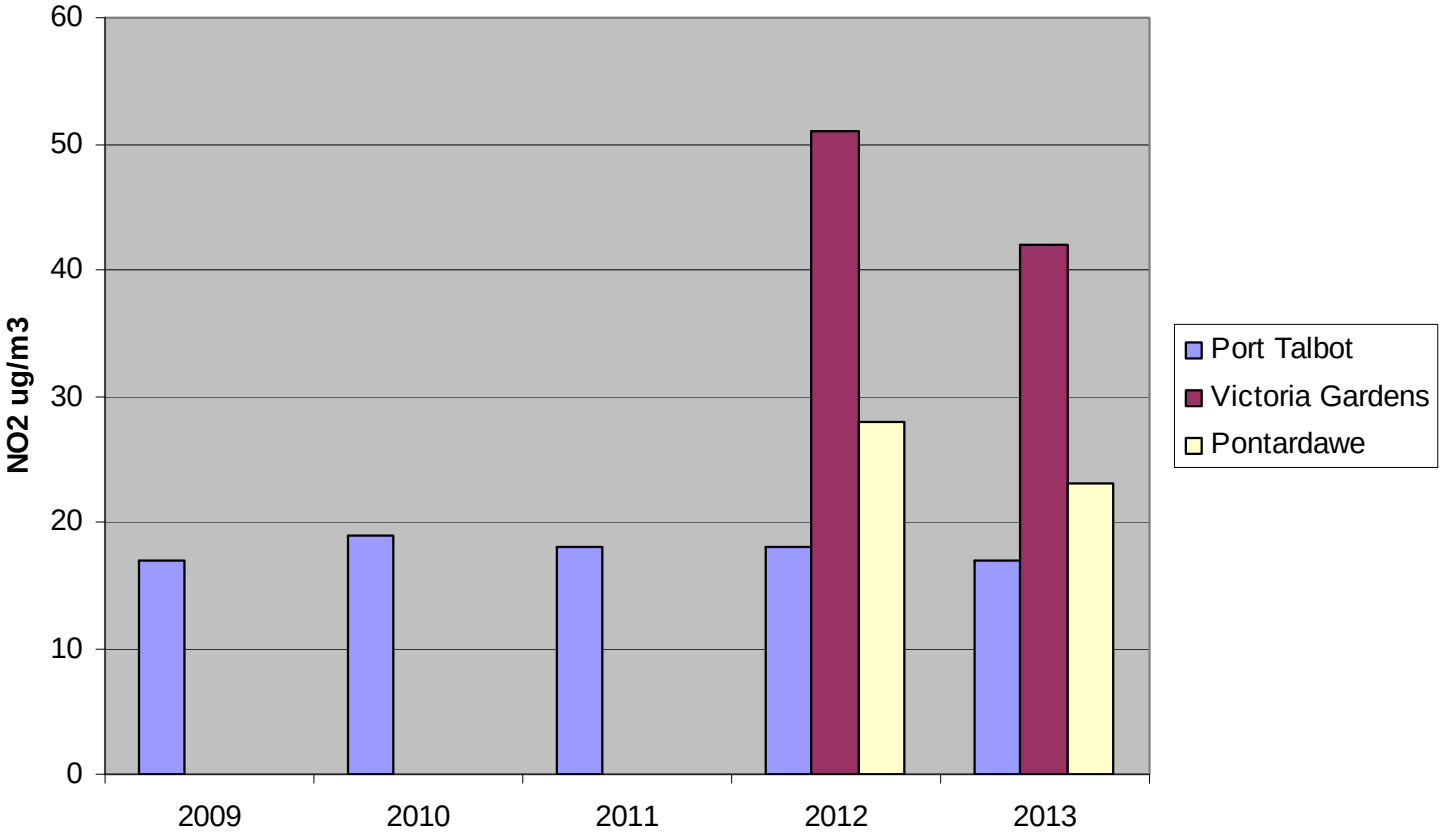
[a] i.e. data capture for the monitoring period, in cases where monitoring was only carried out for part of the year

[b] i.e. data capture for the full calendar year (e.g. if monitoring was carried out for six months the maximum data capture for the full calendar year would be 50%)

[c] Means should be "annualised" as in Box 3.2 of TG(09) (http://laqm.defra.gov.uk/technical-guidance/index.html?d=page=38), if valid data capture is less than 75%

* Annual mean concentrations for previous years are optional

Figure 2.10 Trends in Annual Mean NO_2 Concentrations Measured at Automatic Monitoring Sites



Nitrogen dioxide levels have not changed significantly at Margam Fire Station over the last five years. There has never been a problem with compliance with the air quality objectives at this location. 2013 was the first complete year in which continuous monitoring was carried out at either Victoria Gardens or Pontardawe Post Office.

Table 2.4 shows that none of the continuous sites breached the 1 hour air quality objective.

Table 2.4 Results of Automatic Monitoring for NO_2: Comparison with 1-hour Mean Objective

Site ID	Site Type	Within AQMA?	Valid Data Capture for Monitoring Period % [a]	Valid Data Capture 2013 % [b]	Number of Hourly Means > 200µg/m^3				
					2009* [c]	2010* [c]	2011* [c]	2012* [c]	2013 [c]
PT2	Industrial	Y	98	98	0	0	0	0	0
VG2	Roadside	N	99	99	-	-	-	0 (142)	0
PD1	Roadside	N	92	92	-	-	-	0 (55)	0

In bold, exceedence of the NO_2 hourly mean AQS objective (200µg/m^3 – not to be exceeded more than 18 times per year)

[a] i.e. data capture for the monitoring period, in cases where monitoring was only carried out for part of the year

[b] i.e. data capture for the full calendar year (e.g. if monitoring was carried out for six months the maximum data capture for the full calendar year would be 50%)

[c] If the data capture for full calendar year is less than 90%, include the 99.8th percentile of hourly means in brackets

* Number of exceedences for previous years is optional

Diffusion Tube Monitoring Data

Results are shown in table 2.5 below. A local bias adjustment factor of 0.75 was derived from diffusion tubes co-located with the three continuous analysers at Port Talbot Fire Station, Victoria Gardens and Pontardawe Post Office.

Table 2.5 Results of NO_2 Diffusion Tubes 2013

Site ID	Location	Site Type	Within AQMA?	Triplicate or Co-located Tube	Full Calendar Year Data Capture 2013 (Number of Months or %) [a]	2013 Annual Mean Concentration (µg/m^3)
3	11 College Green, Margam, Port Talbot	Urban background	Y	N	12	15.7
4	8 Victoria Gardens, Neath	Roadside	N	N	12	28.9
5	28 Eastland Road, Neath	Roadside	N	N	12	30.0
7	Moby's, Neath Road, Briton Ferry	Roadside	N	Triplicate	12	29.1
8	185 Neath Road, Briton Ferry	Roadside	N	N	12	30.1
9	179 Neath Road, Briton Ferry	Roadside	N	N	12	29.4

Site ID	Location	Site Type	Within AQMA?	Triplicate or Co-located Tube	Full Calendar Year Data Capture 2013 (Number of Months or %) [a]	2013 Annual Mean Concentration (µg/m^3)
10	187 Neath Road, Briton Ferry	Roadside	N	N	12	29.1
11	189 Neath Road, Briton Ferry	Roadside	N	N	12	28.7
12	34 Eastland Road, Neath	Roadside	N	N	12	31.0
13	40 Eastland Road, Neath	Roadside	N	N	11	29.7
14	32 Eastland Road, Neath	Roadside	N	N	12	31.3
15	30 Eastland Road, Neath	Roadside	N	N	12	30.6
16	5 Victoria Gardens, Neath	Roadside	N	N	11	33.7
17	1 Greenway Road, Neath	Roadside	N	N	12	32.9

Site ID	Location	Site Type	Within AQMA?	Triplicate or Co-located Tube	Full Calendar Year Data Capture 2013 (Number of Months or %) [a]	2013 Annual Mean Concentration (µg/m^3)
18	Pontardawe Post Office	Roadside	N	Triplicate	12	37.3
19	Port Talbot Fire Station	Industrial	Y	Triplicate and Co-located	See Appendix A	
20	3 Victoria Gardens, Neath	Roadside	N	Triplicate	12	34.4
21	50 Greenway Road, Neath	Roadside	N	N	12	30.8
22	54 Windsor Road, Neath	Roadside	N	N	12	25.3
23	4 Victoria Gardens, Neath	Roadside	N	N	12	30.6
24	Stockham's Corner Flats	Roadside	N	triplicate	12	31.0
25	Old Fire Station, Water Street, Port Talbot	Roadside	N	N	12	26.0

Site ID	Location	Site Type	Within AQMA?	Triplicate or Co-located Tube	Full Calendar Year Data Capture 2013 (Number of Months or %) [a]	2013 Annual Mean Concentration (µg/m^3)
26	10 Swansea Road, Pontardawe	Roadside	N	N	12	32.0
27	11a Swansea Road, Pontardawe	Roadside	N	N	12	38.6
28	8 Swansea Road, Pontardawe	Roadside	N	N	12	28.9
33	Bus Stop near Pontardawe Post Office	Roadside	N	Triplicate and Co-located	See Appendix A	
34	Lights at Cimla Junction	Roadside	N	Triplicate and Co-located	See Appendix A	

In bold, exceedence of the NO_2 annual mean AQS objective of 40µg/m^3

Underlined, annual mean > 60µg/m^3, indicating a potential exceedence of the NO_2 hourly mean AQS objective

[a] Means should be "annualised" as in Box 3.2 of TG(09)(http://laqm.defra.gov.uk/technical-guidance/index.html?d=page=38), if full calendar year data capture is less than 75%

[b] If an exceedence is measured at a monitoring site not representative of public exposure, NO_2 concentration at the nearest relevant exposure should be estimated based on the "NO_2 fall-off with distance" calculator (http://laqm.defra.gov.uk/tools-monitoring-data/no2-falloff.html), and results should be discussed in a specific section. The procedure is also explained in Box 2.3 of Technical Guidance LAQM.TG(09) (http://laqm.defra.gov.uk/technical-guidance/index.html?d=page=30).

[c] These sites were used to create local bias adjustment factors for other nearby sites.

The only site which exceeded the annual mean air quality objective was the one which was co-located with the continuous analyser at Cimla Road/Victoria Gardens. This site is not representative of public exposure.

Nitrogen dioxide diffusion for the last five years are shown in Table 2.6 below:

Table 2.6 Results of NO_2 Diffusion Tubes (2009 to 2013)

Site ID	Site Type	Within AQMA?	Annual Mean Concentration (µg/m^3) - Adjusted for Bias [a]				
			2009 (Bias Adjustment Factor = 0.82)	2010 (Bias Adjustment Factor = 0.85)	2011 (Bias Adjustment Factor = 0.83)	2012 (Bias Adjustment Factor as per previous table)	2013 (Bias Adjustment Factor = 0.75)
3	Urban background	Y	18.2	19.3	17.0	16.9	15.7
4	Roadside	N	33.3	-	32	28.0	28.9
5	Roadside	N	34.1	36.2	34	31.9	30.0
7	Roadside	N	35.7	35.6	36	30.9	29.1
8	Roadside	N	33.8	35.3	34	30.2	30.1
9	Roadside	N	34.1	35.6	34	30.5	29.4

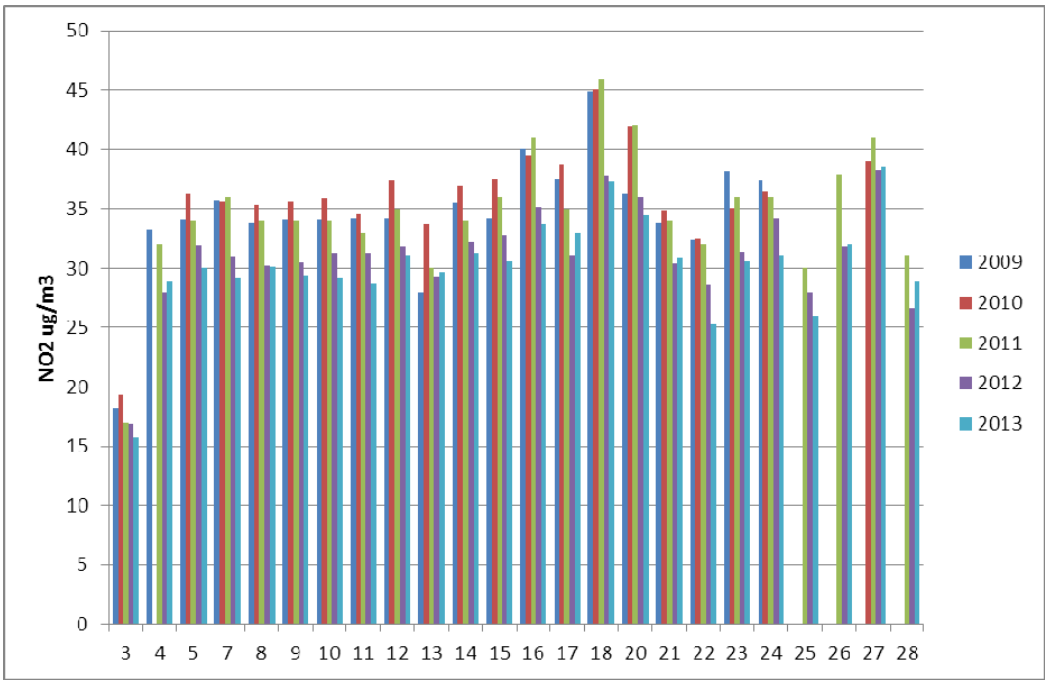
Site ID	Site Type	Within AQMA?	Annual Mean Concentration (µg/m^3) - Adjusted for Bias [a]				
			2009 (Bias Adjustment Factor = 0.82)	2010 (Bias Adjustment Factor = 0.85)	2011 (Bias Adjustment Factor = 0.83)	2012 (Bias Adjustment Factor as per previous table)	2013 (Bias Adjustment Factor = 0.75)
10	Roadside	N	34.1	35.9	34	31.3	29.1
11	Roadside	N	34.2	34.5	33	31.3	28.7
12	Roadside	N	34.2	37.4	35	31.8	31.0
13	Roadside	N	28.0	33.7	30	29.3	29.7
14	Roadside	N	35.5	37.0	34	32.2	31.3
15	Roadside	N	34.2	37.5	36	32.7	30.6
16	Roadside	N	40.0	39.5	**41**	35.2	33.7
17	Roadside	N	37.5	38.8	35	31.0	32.9
18	Roadside	N	**44.9**	**45.1**	**46**	37.8	37.3
20	Roadside	N	36.2	**41.9**	**42**	36.0	34.4
21	Roadside	N	33.8	34.8	34	30.4	30.8
22	Roadside	N	32.4	32.5	32	28.6	25.3
23	Roadside	N	38.1	35.1	36	31.4	30.6
24	Roadside	N	37.4	36.4	36	34.2	31.0
25	Roadside	N	No data	No data	30	28.0	26.0
26	Roadside	N	No data	No data	37.9	31.8	32.0
27	Roadside	N	No data	39.0	**41**	38.2	38.6
28	Roadside	N	No data	-	31	26.6	28.9

In bold, exceedence of the NO_2 annual mean AQS objective of 40µg/m^3

Underlined, annual mean > 60µg/m^3, indicating a potential exceedence of the NO_2 hourly mean AQS objective

[a] Means should be "annualised" as in Box 3.2 of TG(09) (http://laqm.defra.gov.uk/technical-guidance/index.html?d=page=38), if full calendar year data capture is less than 75%

Figure 2.11 Trends in Annual Mean Nitrogen Dioxide Concentrations Measured at Diffusion Tube Monitoring Sites



The sites that have failed to meet the annual averaged air quality objective during the last five years have been some of those located at Victoria Gardens or Pontardawe Post Office.

Monitoring at 1 Victoria Gardens had to cease on account of health & safety concerns since the pavement was very low and narrow and it was considered to be dangerous to use the ladder to exchange the tubes. The property next door at 3, Victoria Gardens continues to be measured and is used to estimate NO_2 levels at No.1 Victoria Gardens.

2.2.2 Particulate Matter (PM_{10})

Table 2.7 Results of Automatic Monitoring for PM_{10}: Comparison with Annual Mean Objective

Site ID	Site Type	Within AQMA?	Valid Data Capture for Monitoring Period % [a]	Valid Data Capture 2013 % [b]	Confirm Gravimetric Equivalent (Y or N/A)	Annual Mean Concentration (µg/m^3)				
						2009* [c]	2010* [c]	2011* [c]	2012* [c]	2013 [c]
PT2	Industrial	Y	94.5	94.5	Y	25	N/A	29	23	19
DS1	Industrial	Y	80.0	80.0	Y	20	19	17	16	18
TW1	Industrial	Y	87.9	87.9	Y	24	24	30	23	20
TH1	Industrial	Y	88.4	88.4	Y	18	18	23	19	17
TR1	Roadside	Y	86.7	86.7	Y	22	22	25	22	21
LW1	Industrial	N	94.1	94.1	Y	-	-	-	19	19
DK1	Industrial	N	98.2	98.2	Y	22	19	23	18	17
PS1[d]	Industrial	Y	93.7	93.7	Y	-	25	33	22	31

In bold, exceedence of the PM_{10} annual mean AQS objective of 40µg/m^3

[a] i.e. data capture for the monitoring period, in cases where monitoring was only carried out for part of the year

[b] i.e. data capture for the full calendar year (e.g. if monitoring was carried out for six months the maximum data capture for the full calendar year would be 50%)

[c] Means should be "annualised" as in Box 3.2 of TG(09) (http://laqm.defra.gov.uk/technical-guidance/index.html?d=page=38), if valid data capture is less than 75%

* Annual mean concentrations for previous years are optional

[d] Monitoring at Prince Street was carried out by Natural Resources Wales using a TEOM using VCM correction.

All sites have always easily complied with the annual mean air quality objective.

Table 2.8 Results of Automatic Monitoring for PM_{10}: Comparison with 24-hour Mean Objective

Site ID	Site Type	Within AQMA?	Valid Data Capture for Monitoring Period % [a]	Valid Data Capture 2013 % [b]	Confirm Gravimetric Equivalent (Y or N/A)	Number of Daily Means > 50µg/m^3				
						2009* [c]	2010* [c]	2011* [c]	2012* [c]	2013 [c]
PT2	Industrial	Y	94.5	94.5	Y	15	13	29	11	17
DS1	Industrial	Y	80.0	80.0	Y	4	6	2 (28)	3	2
TW1	Industrial	Y	87.9	87.9	Y	9	14	21	8	9
TH1	Industrial	Y	88.4	88.4	Y	3 (29)	2	12	3	4
TR1	Roadside	Y	86.7	86.7	Y	6	1	14	8	15
LW1	Industrial	N	94.1	94.1	Y	-	-	-	2	21
DK1	Industrial	N	98.2	98.2	Y	7	2	11	5	10
PS1	Industrial	Y	93.7	93.7	Y	-	19	**50**	11	**46**

In bold, exceedence of the PM_{10} daily mean AQS objective (50µg/m^3 – not to be exceeded more than 35 times per year)

[a] i.e. data capture for the monitoring period, in cases where monitoring was only carried out for part of the year

[b] i.e. data capture for the full calendar year (e.g. if monitoring was carried out for six months the maximum data capture for the full calendar year would be 50%)

[c] if data capture for full calendar year is less than 90%, include the 90.4th percentile of 24-hour means in brackets

[d] Monitoring at Prince Street was carried out by Natural Resources Wales using a TEOM using VCM correction.

* Number of exceedences for previous years is optional

All sites complied with the daily averaged air quality objective during 2013. The exceedance at Prince Street measured during 2011 was probably due to construction work on the new peripheral distributor road, which is now complete at that location.

Table 2.8 Results of Non-Automatic Monitoring for PM_{10}: Comparison with Annual Mean Objective

Site ID	Site Type	Within AQMA?	Valid Data Capture for Monitoring Period % [a]	Valid Data Capture 2013 % [b]	Confirm Gravimetric Equivalent (Y or N/A)	Annual Mean Concentration (µg/m^3)
						2013 [c]
PT2P[d]	Industrial	Y	96.2	96.2	Y	25.4

In bold, exceedence of the PM_{10} annual mean AQS objective of 40µg/m^3

[a] i.e. data capture for the monitoring period, in cases where monitoring was only carried out for part of the year

[b] i.e. data capture for the full calendar year (e.g. if monitoring was carried out for six months the maximum data capture for the full calendar year would be 50%)

[c] Means should be "annualised" as in Box 3.2 of TG(09) (http://laqm.defra.gov.uk/technical-guidance/index.html?d=page=38), if valid data capture is less than 75%

* Annual mean concentrations for previous years are optional

[d] Measurements carried out with a Partisol.

All sites have always easily complied with the annual mean air quality objective.

Table 2.9 Results of Non-Automatic Monitoring for PM_{10}: Comparison with Annual Mean Objective

Site ID	Site Type	Within AQMA?	Valid Data Capture for Monitoring Period % [a]	Valid Data Capture 2013 % [b]	Confirm Gravimetric Equivalent (Y or N/A)	Number of Daily Means > 50µg/m^3
						2013 [c]
PT2P[d]	Industrial	Y	96.2	96.2	Y	34

In bold, exceedence of the PM_{10} daily mean AQS objective (50µg/m^3 – not to be exceeded more than 35 times per year)

[a] i.e. data capture for the monitoring period, in cases where monitoring was only carried out for part of the year

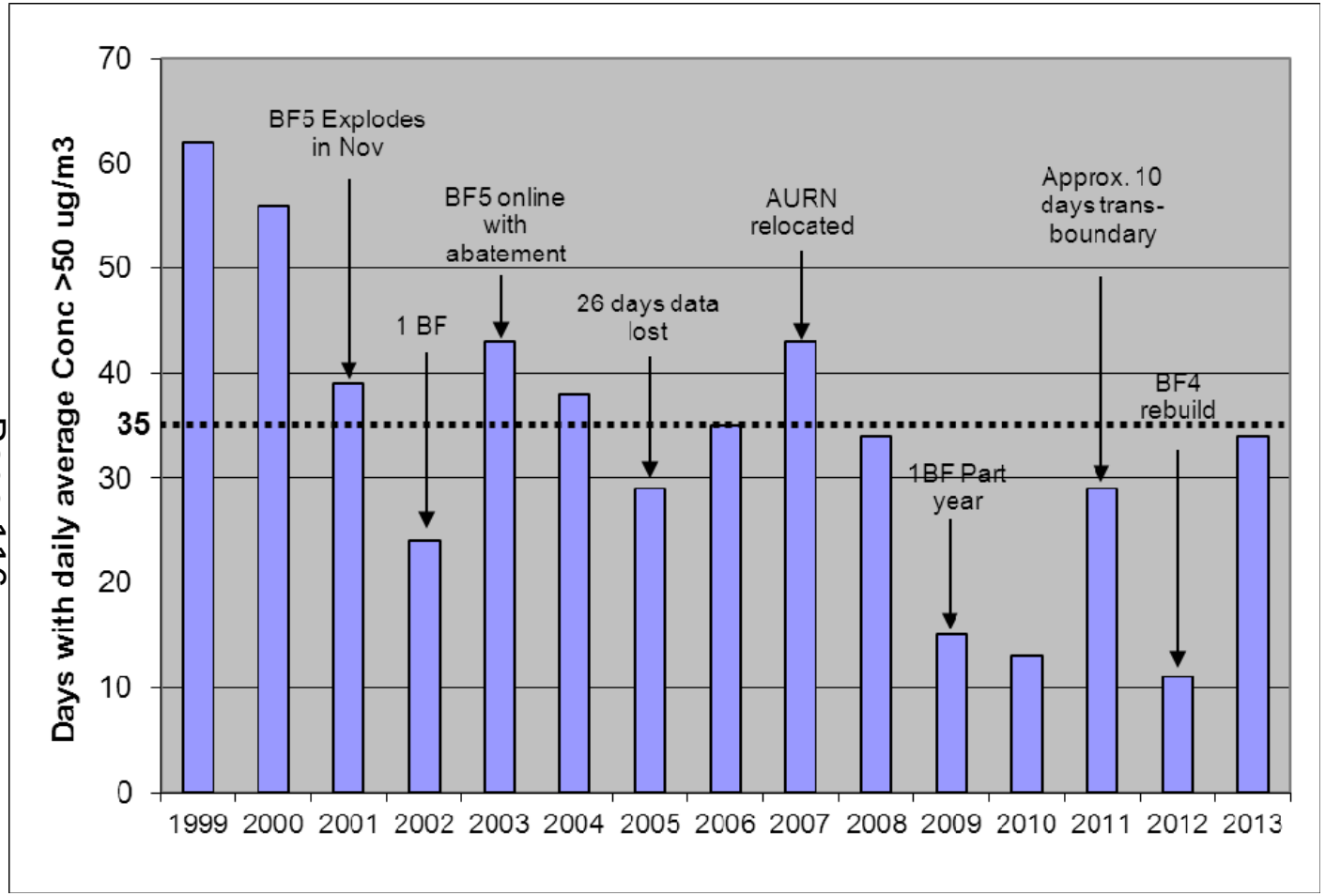
[b] i.e. data capture for the full calendar year (e.g. if monitoring was carried out for six months the maximum data capture for the full calendar year would be 50%)

[c] if data capture for full calendar year is less than 90%, include the 90.4th percentile of 24-hour means in brackets

[d] Measurements were carried out using a Partisol.

* Number of exceedences for previous years is optional

Figure 2.12 Exceedances or PM10 24-hour mean AQO at Port Talbot AURN site.



Note: 2013 data is quoted from Partisol

It is possible that PM_{10} levels may have already been decreasing a little before Blast Furnace number 5 exploded in November 2001. However, the steel works was operating on one blast furnace and reduced throughput for the remainder of that year and for the whole of the next, which probably explains some of the significant reduction in 2002. The rebuilt blast furnace came back online in January 2003 with improved abatement. PM_{10} exceedances increased, but not to the same levels as was previously the case with two blast furnaces. PM_{10} exceedances continued to reduce up to 2005, although there were 26 days of data lost during that year. 2006 did not exceed the short term air quality objective, but only by the narrowest of margins. However, there was an exceedance during 2007 the results of which were a combination of data from Groeswen Hospital and Port Talbot Fire Station which was where the AURN was relocated to. In 2008 there was compliance with the air quality objective, but again by a narrow margin. In 2009 there was partial one blast furnace operation, but normal operation was restored for 2010, which was a particularly good year in respect of PM_{10} exceedances. There were very few transboundary PM_{10} exceedance days during 2010, but by contrast there were ten or eleven such days during 2011. 2012 was the best ever year for PM_{10} compliance although Blast Furnace 4 was being re-built for a significant proportion of the year.

2013 produced a greater number of PM_{10} exceedances than 2012. According to the FDMS analyser at Port Talbot Fire Station, there were 17 exceedances. However the Partisol produced twice as many (34). The reason for the divergence between both monitors was investigated by Ricardo-AEA as part of their Quality Circle of 19th – 20th March 2014. This showed an apparent under-read for the FDMS at higher concentrations. However, both instruments had been maintained and qa/qc checks had not revealed any problems. No similar problems were observed at other sites and the reason for the difference could not be established. As both data sets are considered to be valid by the network. The Council is reporting the higher of the two as the official result on this occasion.

All PM_{10} monitoring locations are representative of public exposure, with the exception of the Docks site, which is located where it is in order to aid triangulation of PM_{10} sources and to establish background levels in an area of potential development.

In 2011 the increased number of exceedances of the short term air quality objective at Prince Street is likely to have been due to the impact of construction of the bypass road nearby. However, the reason for the raised number of exceedances (46) at Prince Street in 2013 is not clear. The instrument used for these measurements was a TEOM, which was subject to correction via the Volatile Correction Model (VCM). The Council will install an FDMS instrument in 2014 as part of a Detailed Assessment of air quality.

2.2.3 Sulphur Dioxide (SO_2)

There were no exceedances of SO_2 air quality objectives during 2013.

Table 2.9 Results of Automatic Monitoring for SO_2: Comparison with Objectives

Site ID	Site Type	Within AQMA?	Valid Data Capture for Monitoring Period % [a]	Valid Data Capture 2013 % [b]	Number of: [c]		
					15-minute Means > 266µg/m^3	1-hour Means > 350µg/m^3	24-hour Means > 125µg/m^3
PT2	Industrial	Y	99.0	99.0	0	0	0

In bold, exceedence of the relevant AQS objective (15-min mean = 35 allowed/year; 1-hour mean = 24 allowed/year; 24-hour mean = 3 allowed/year)

[a] i.e. data capture for the monitoring period, in cases where monitoring was only carried out for part of the year

[b] i.e. data capture for the full calendar year (e.g. if monitoring was carried out for six months the maximum data capture for the full calendar year would be 50%)

[c] if data capture for full calendar year is less than 90%, include the relevant percentile in bracket (in µg/m^3): 15-min mean = 99.9th ; 1-hour mean = 99.7th ; 24-hour mean = 99.2th percentile

2.2.4 Benzene

Benzene is no longer monitored. It was previously continuously monitored at Baglan Primary School, using a Perkin Elmer Ozone Precursor system. Monitoring was discontinued in December 2005 as the concentration of pollutants of concern had reduced to background levels. The same applies in respect of 1,3-butadiene, which was monitored using the same equipment. There are no new significant local sources of these pollutants which merit more measurements.

2.2.5 Other Pollutants Monitored

2.2.5.1 Lead

Lead is monitored at Pontardawe Leisure Centre as part of a study of 13 metals that has continued since 1972. A Thermo Partisol® 2025 gravimetric sampling system is used to collect daily samples using Pall Gelman GN4-Metricel filters. For the purpose of metals analysis, filters are bulked and analysed on a weekly basis using inductively coupled atomic emission spectrometry (ICP-AES). The results for 2013 show that the annual average concentration of lead was 7.2 ng/m^3. This is well within the Air Quality Objective of 0.25 µg/m^3 (250 ng/m^3) to be achieved by 31st December 2008. The analysis and reporting is currently contracted to Ricardo-AEA.

There are a further three metals national network monitoring stations at Port Talbot Fire Station, Brecon Road and Tawe Terrace in Pontardawe. The concentrations of lead at these sites were 13.3, 7.1 and 7.4 ng/m^3 respectively, all of which easily comply with the Air Quality Objective.

2.2.5.2 Carbon monoxide

There were no exceedances of the 8-hour average of 10 mg/m^3 (maximum 2.4 mg/m^3) during 2011. The monitoring station site is representative of relevant public exposure as previously described.

Measurements are carried out using a Thermo 48i analyser under the QA/QC arrangements of the AURN.

Table 2.10 Results of Automatic Monitoring of carbon monoxide

Site ID	Site Type	Within AQMA?	Valid Data Capture for monitoring Period %[a]	Valid Data Capture 2013 %[b]	Number of Exceedances (percentile in bracket µg/m^3)[c]
					8 hour running mean > 10 mg/m^3
PT2	Urban industrial	Y	99.0	99.0	0

[a] i.e. data capture for the monitoring period, in cases where monitoring was only carried out for part of the year.
[b] i.e. data capture for the full calendar year (e.g. if monitoring was carried out for six months the maximum data capture for the full calendar year would be 50%.)

[c] if data capture is less than 90%, include the relevant percentile in brackets

2.2.5.3 $PM_{2.5}$

$PM_{2.5}$ describes the fraction of airborne particulate matter that is less than 2.5 microns in size.

The EU Clean Air for Europe (I) programme has introduced a framework for managing $PM_{2.5}$. A target of 20 µg/m^3 and a limit of 25 µg/m^3 are to be met by 2015. Exposure reduction is to be used to bring about a 20% reduction in background $PM_{2.5}$ levels by 2020 as based upon baseline (2010) values.

Data is drawn from the AURN monitoring station at Port Talbot Fire Station.

The annual average concentration of $PM_{2.5}$ during 2013 at 14 µg/m^3 is well below both the target and limit values. Contractors on behalf of central government will work to establish the baseline concentration for the 20% exposure reduction.

There were no breaches of the EU Air Quality target or limit values for $PM_{2.5}$ to be achieved by 2015.

2.2.5.4 Ozone

Ozone is a highly reactive chemical which, when present in the lower atmosphere at high concentrations, can irritate the eyes and air passages, causing breathing difficulties. Ozone is a so-called secondary pollutant since it is produced indirectly by the reaction between hydrocarbons, NO_2 and sunlight. Ozone tends to be lower in urban areas because high levels of NO are produced by vehicles and this helps to break down ozone to oxygen and NO_2. The highest ozone therefore tends to occur in rural areas and during the summer months when the sun shines the longest. The ozone forming reactions are complex and have a time lag associated with them which can mean that ozone levels are greatest downwind of the location where the pollution is produced. It is recognised that low level ozone formation is an international problem and that exceedances of the National Air Quality Standard would still occur, even if all sources of hydrocarbons were eliminated in this country.

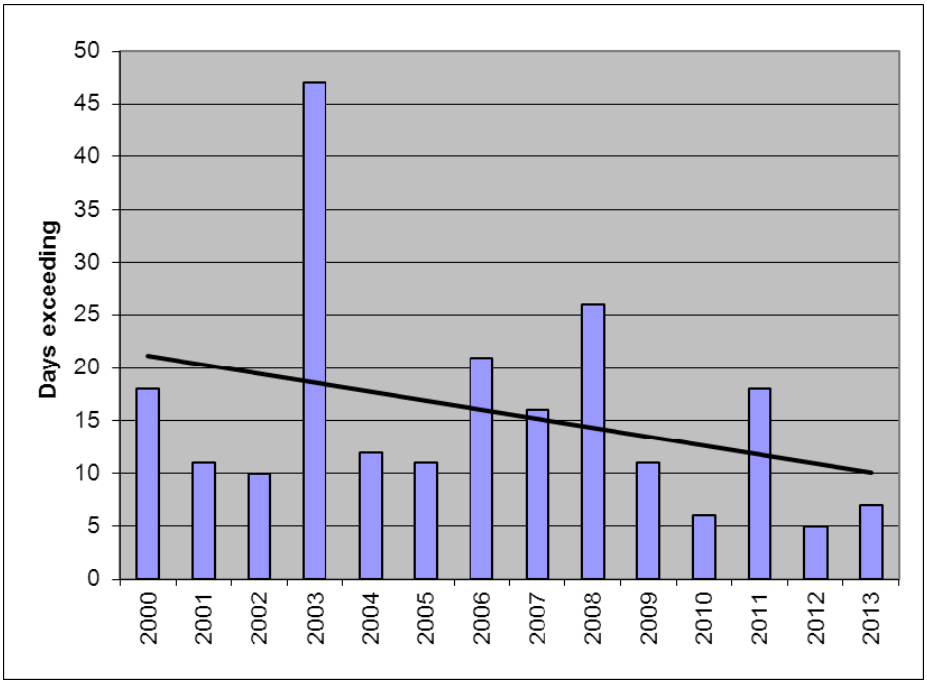
No statutory Air Quality Objective level for Ozone has been set, owing to the potential for trans-boundary sources. However, there is a recommended Air Quality objective for ozone of 100 µg/m^3, measured as a rolling 8hour average. This was breached on a total of 45 occasions on a total of 7 days at the Fire Station.

The long term trend for ozone exceedances shows a slight improvement over time as shown in Table 2.11 and Figure 2.13 below.

Table 2.11 Annual ozone exceedances 2000 – 2013

Year	Exceedances of Air Quality Standard 8hr running mean > 100 µg/m^3	No. of Days of Exceedance
2000	133	18
2001	81	11
2002	66	10
2003	403	47
2004	83	12
2005	56	11
2006	189	21
2007	108	16
2008	257	26
2009	71	11
2010	30	6
2011	147	18
2012	57	5
2013	45	7

Figure 2.13 Days of ozone exceedances of the UK recommended AQO since 2000



2.2.5.5 **Polyaromatic hydrocarbons (PAH)**

Polycyclic aromatic hydrocarbons (PAHs) are a group of persistent organic compounds, some of which are toxic and/or possible or proven human carcinogens; they are produced through industrial and incomplete combustion of carbon containing fuels.

Air quality standards have been set by UK and EU and are based upon measurements of benzo[a]pyrene which is also known as B[a]P.

The UK Air Quality Objective for PAHs is based on the recommendations of the Expert Panel on Air Quality Standards (EPAQS). It specifies an annual air quality standard of 0.25 ng/m^3 benzo[a]pyrene to be achieved by 2010.

The EU Air Quality Daughter Directive (2005/107/EC) specifies a target value of 1 ng/m^3 for the annual mean concentration of benzo[a]pyrene to be achieved by 2012.

Monitoring of benzo[a]pyrene first commenced at Groeswen Hospital in 1999 using an Anderson sampler. This equipment was replaced by a Digitel sampler in the last quarter of 2007. Monitoring now takes place at Port Talbot Fire Station following the redevelopment of Groeswen Hospital site.

Data is published on the UK-Air website and the latest data available is for the year of 2013.

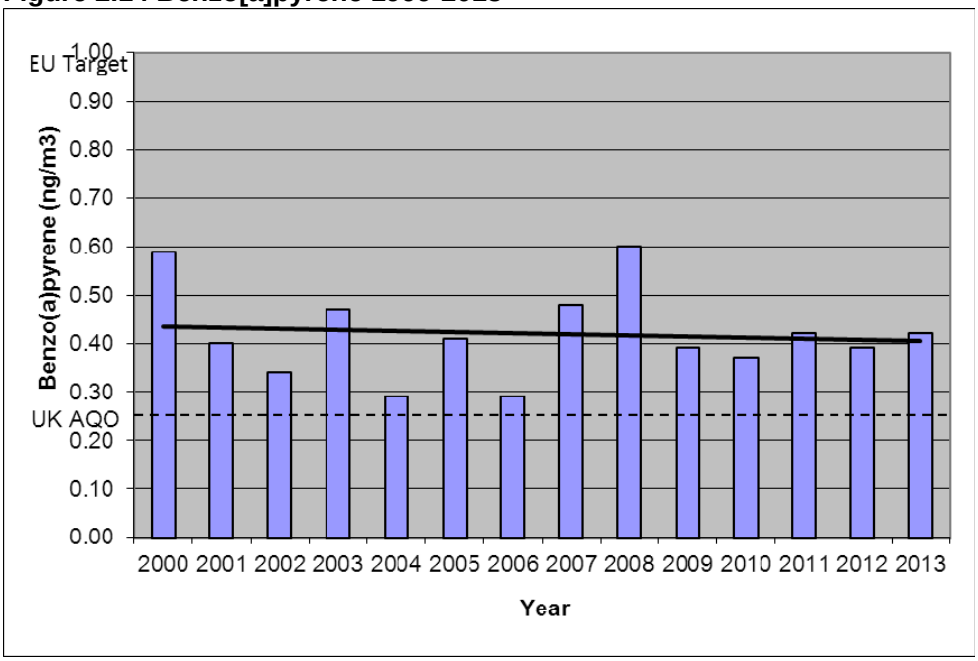
Table 2.12. Benzo[a]pyrene annual averages 1999-2013

B[a]P ng/m^3	Year
0.24	1999
0.59	2000
0.40	2001
0.34	2002
0.47	2003
0.29	2004
0.41	2005
0.29	2006
0.48	2007
0.60	2008
0.39	2009
0.37	2010
0.42	2011
0.39	2012
0.42	2013

The results are shown graphically in figure 2.14 below. The B[a]P concentration at Port Talbot frequently exceeds the Air Quality Objective of 0.25 ng/m^3, but is less than the EU target value of 1 ng/m^3. The trend line shows that B[a]P levels are increasing over time.

A report by Ricardo-AEA in 2004 identified four sites on the network where there were compliance problems with the UK Air Quality Objective. Sites in Northern Ireland and Scotland were probably related to use of solid fuel in domestic heating. Whereas Scunthorpe and Port Talbot were due to the steel works (probably coke production).

Figure 2.14 Benzo[a]pyrene 1999-2013



2.2.5.6 Metals monitoring

Monitoring of the concentrations of 13 airborne metals has been carried out continuously in the Pontardawe area since 1972. Pumps continuously sample ambient air and particles are collected on filters that are analysed by Ricardo-AEA. Until 1997, this work was carried out at Trebanos Sewage Works. Following a programme of construction at the site, monitoring was re-located to Pontardawe Leisure Centre. The objectives are to establish whether local industry has any significant impact upon airborne metal concentrations in the area. The Pontardawe site is approximately 4km downwind of the Nickel works at Clydach, as compared to the Trebanos site, which was about 2km from the works. The Pontardawe site is also approximately 1km upwind of Wall Colmonoy, a manufacturer of metal alloys which is subject to an Environmental Permit issued by this Authority.

Monitoring was carried out in respect of the following metals:

- Lead (Pb)
- Nickel (Ni)
- Zinc (Zn)
- Arsenic (As)
- Cadmium (Cd)

- Chromium (Cr)
- Copper (Cu)
- Iron (Fe)
- Cobalt (Co)
- Selenium (Se)
- Antimony (Sb)
- Cerium (Ce)
- Scandium (Sc)

In December 2004 the European Union published a Directive relating to arsenic, cadmium, mercury, nickel and polycyclic aromatic hydrocarbons (PAH), (2004/107/EC). This "4th Daughter Directive" set target values for arsenic, cadmium, nickel and benzo[a]pyrene (a PAH) for the total content in the PM_{10} fraction averaged over a calendar year. No limits or targets were set for mercury. The Directive target values for metals are shown below and were to be achieved by 31st December 2012:

Nickel 20 ng/m^3
Arsenic 6 ng/m^3
Cadmium 5 ng/m^3

The Directive requires measurement of air concentrations to be made using valid PM_{10} monitoring methods. The polypropylene ducts previously used to hold the filters did not conform exactly to a PM_{10} inlet specification and monitoring using a compliant method commenced during 2006. This necessitated the purchase of a Partisol 2025 sampler manufactured by Rupprecht & Patashnick Inc. The new and existing samplers were run concurrently for a period in order to assess the comparability of the results. The existing sampler was discontinued at the end of 2006 following completion of the comparability test.

Results

2.2.5.6.1 Pontardawe Leisure Centre

The annual mean nickel concentration found in 2013 was 14 ng/m^3, which is 70% of the Target Value to be met by the end of 2012.

The annual mean concentrations of arsenic and cadmium have been found to be 0.71 ng/m^3 and 0.18 ng/m^3 respectively. These concentrations represent approximately 11% and 3.6% of their proposed EU target values of 6 and 5 ng/m^3 respectively.

Lead results have been discussed in section 2.2.5.1 above.

From assessment of the measured concentrations at the Pontardawe sites between 1997 and 2013 it is clear that the majority of the metals show a reduction in concentration. The metals that show concentration reductions are shown below (percentage reductions/year are show in brackets):

- Antimony (average decrease of 3%/year)
- Arsenic (average decrease of 6%/year)
- Cobalt (average decrease of 5%/year)

- Copper (average decrease of 1%/year)
- Iron (average decrease of 5%/year)
- Lead (average decrease of 9%/year)
- Nickel (average decrease of 6%/year)
- Zinc (average decrease 9%/year)

The metals showing an increase are (percentage increases/year are shown in brackets):

- Cadmium (average increase of 1.3%/year)
- Cerium (average increase of 1%/year)
- Chromium (average increase of 2%/year)
- Scandium (average increase of 16%/year)
- Selenium (average increase of 5%/year)

2.2.5.6.2 Port Talbot

Metals have also been measured as part of the UK Metals Network at Port Talbot Fire Station since February 2008. Some of the metals monitored in the network are different to those measured at Pontardawe Leisure Centre e.g. platinum (Pt), vanadium (V) and mercury (Hg). The annual average of monthly results are shown in Table 2.13, where they are also compared to the corresponding figures for Pontardawe.

The nickel concentration at Port Talbot (1.7 ng/m^3) is only 8.5% the EU Target of 20 ng/m^3.

The annual mean concentrations of arsenic and cadmium have been found to be 0.61 ng/m^3 and 0.93 ng/m^3 respectively. These concentrations represent approximately 10.2% and 18.6% of their EU target values of 6 and 5 ng/m^3 respectively.

Lead results have been discussed in section 2.2.5.1 above.

The level of iron in the atmosphere at Pontardawe (166 ng/m^3) is only 0.2% of the corresponding concentration at Port Talbot (3460 ng/m^3). Whilst this concentration does not represent a concern in respect of health, it represents approximately 15% of the PM_{10} measured in Port Talbot and highlights the influence of the Port Talbot steelworks.

2.2.5.6.3 Pontardawe Tawe Terrace

A new monitoring station was set up in September 2009, which is approximately 270 metres from Wall Colmonoy's Part B permitted site in Pontardawe. This monitoring station was set up in order to further investigate the potential for nickel emissions from this site, which uses approximately 500 tonnes of the metal each year to manufacture a variety of hard-wearing products. The monitoring station uses a Partisol 2000 sampler with filters provided and analysed by the National Physical Laboratory (NPL) in accordance with BS EN 14902.

The average concentration of nickel in 2013 was 36.6 ng/m^3 which is 183% of the Air Quality Objective.

The annual mean concentrations of arsenic and cadmium have been found to be 0.59 ng/m^3 and 0.24 ng/m^3 respectively. These concentrations represent approximately 9.8% and 4.8% of their EU target values of 6 and 5 ng/m^3 respectively.

2.2.5.6.4 Brecon Road, Pontardawe

The monitoring station was set up in August 2011 and is approximately 500m north east of the Wall Colmonoy site. The monitoring station was set up to be as close as possible to the area predicted to have the highest modelled nickel downwind concentrations in a residential location. The monitoring station uses a Partisol 2000 sampler with filters provided and analysed by the National Physical Laboratory (NPL) in accordance with BS EN 14902.

The average concentration of nickel in 2013 was 5.4 ng/m^3 which is 27% of the Air Quality Objective. The following chart shows the nickel results from all sites in the Swansea Valley since monitoring first began in 1972. Some data is from monitoring sites operated by Swansea City Council.

The annual mean concentrations of arsenic and cadmium have been found to be 0.88 ng/m^3 and 0.20 ng/m^3 respectively. These concentrations represent approximately 14.7% and 4.0% of their EU target values of 6 and 5 ng/m^3 respectively.

Table 2.13 Annual average metal concentrations during 2013

Element	2013 annual mean concentration (ng/m^3)			
	Port Talbot	Pontardawe Brecon Road	Pontardawe Leisure Centre	Tawe Terrace
As	0.61	0.88	0.3	0.59
Cd	0.93	0.2	0.3	0.24
Ce	-	-	0.6	-
Co	0.16	5.2	0.4	1.30
Cr	2.1	2.2	5.8	8.29
Cu	7.89	5.2	5.0	5.63
Fe	3460	210	166	215
Hg*	0.018	0.020	-	0.100
Mn	45.9	3.9	-	5.0
Ni	1.70	5.4	12.5	**36.6**
Pb	13.3	7.1	7.2	7.4
Sb	-	-	0.9	-
Sc	-	-	0.017	-
Se	-	-	0.6	-
Zn	105	15.8	14.2	17.2
V	2.55	0.84	-	0.86

Figure 2.15 Nickel levels in Swansea Valley 1972 - 2013

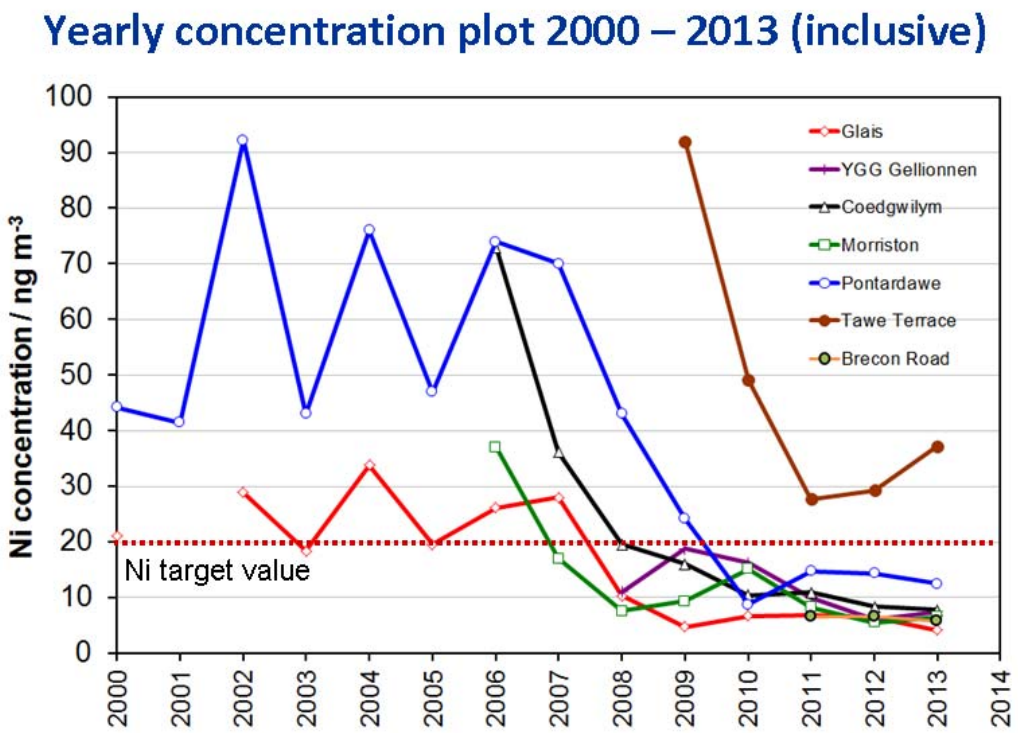
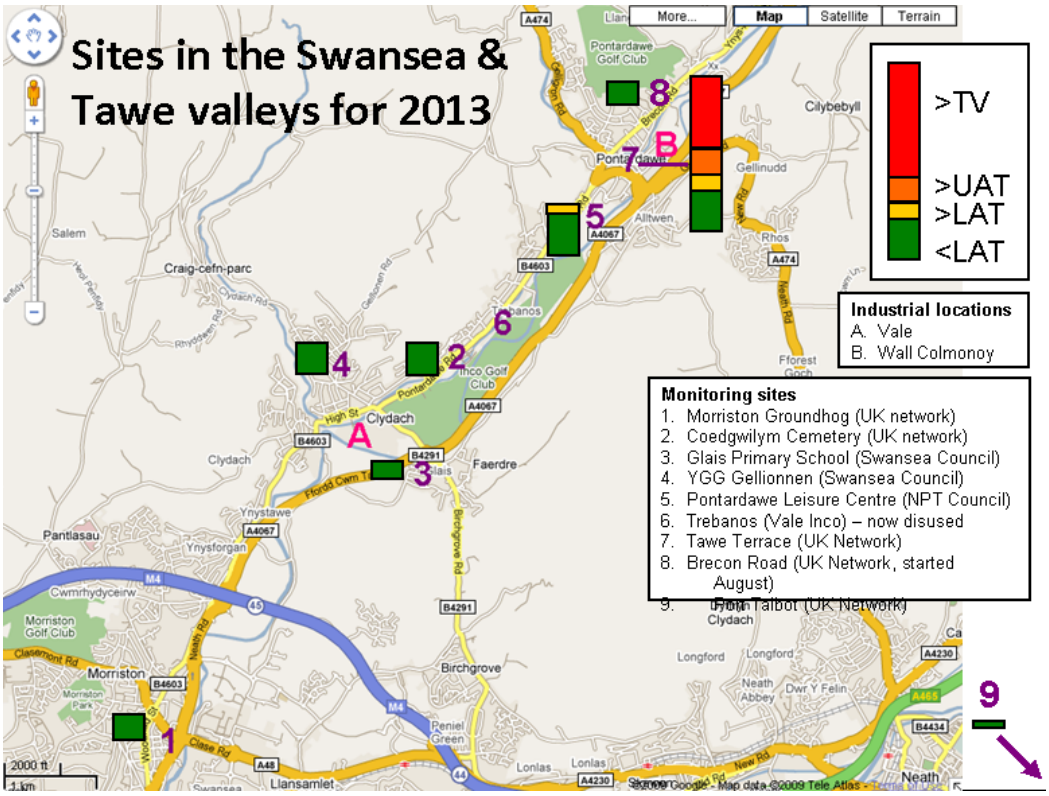


Figure 2.16 shows the location of all of these monitoring sites and their compliance relative to the Target value (TV = 20 ng/m^3). The Lower Assessment Threshold (LAT = 10 ng/m^3) and the Upper Assessment Threshold (14 ng/m^3) are included for completeness, but do not have any implications if they are exceeded.

Note: Graph produced by Richard Brown of NPL.

Figure 2.16 Location of nickel monitoring stations in the Swansea Valley



Note: Graph produced by Richard Brown of NPL.

Tawe Terrace is the only site which currently exceeds the E.U. Target. Levels of nickel at Tawe Terrace (36.6 ng/m^3).increased somewhat compared to 2012. There are further improvements yet to be made at the Wall Colmonoy plant which may result in further reductions in nickel levels.

Levels of arsenic and cadmium easily comply with EU Target values at all sites.

Lead results have been discussed in section 2.2.5.1 above.

2.2.5.7 Grit and dust monitoring

Previous reports have described how deposit gauges have been used to collect atmospheric fallout from a number of locations. The analysis of the collected grit and dust also includes a sophisticated characterisation of the deposit, using Scanning Electron Microscopy (SEM) and Energy Dispersive X-ray Analysis (EDXA). During 2013, sampling of this kind took place at 12 sites in the County Borough.

The report includes results from the following locations:

- Prince Street, Margam, Port Talbot
- Port Talbot Fire Station
- Wembley Avenue, Onllwyn
- Eglwys Nunydd Reservoir, Margam, Port Talbot
- Little Warren, Port Talbot.
- Tairgwaith, Amman Valley
- Llygad yr Haul, Glynneath
- Gwaun Cae Gurwen, Amman Valley
- Cil Carne Farm, Bryn, Port Talbot
- Parish Road, Cwmgwrach
- Dyffryn School, Bertha Road, Port Talbot.
- Ochwr y Waun, Cwmllynfell

Pie charts and time series graphs are presented for each site for 2013 and the preceding year as a comparison. The pie charts show the average percentage composition of the samples collected during the year, with the average fallout rates of each component in mg/m^2/day underneath. The time series show how the fallout rate has changed over the course of the year. The pie charts define the composition of the collected deposit into the following categories:

- Coal – unburned coal.
- Carbonised – partly burnt carbon based material that may be derived from combustion of coal, oil, wood etc.
- Sand – sand and silica based minerals.
- Dirt – aluminium, sodium, potassium, silicon, iron and calcium, usually combined with oxygen. e.g. silicates, clay, building materials and other mineral material typically found in soil and earth.
- Fly Ash – spherical mineral particles having arisen from combustion.
- Plant/Animal – miscellaneous fragments of insects, plant material etc.
- Calcium Rich – particles with an unusually high calcium content e.g. chalk, cement etc.
- Iron Rich – particles consisting of, or rich in iron.
- Others – anything not falling into the categories above.

Additional information is provided to indicate the annual average and maximum fallout levels, the data capture rate, and the number of days exceeding[1] (or within

[1] The average fallout rate is calculated by taking the total fallout during a sampling period of about 4 weeks and dividing that figure by the number of days. If the average for that sampling period is greater than 200 mg/m2/day then the result is reported as “number of days exceeding” equal to

10% of) the "nuisance limit" (200 mg/m^2/day), which some recognise as relevant for this method of monitoring. However it should be noted that this "limit" is not a statutory limit and the public perception of what constitutes a nuisance might now suggest that a lower "limit" would be appropriate. The Minerals Technical Advice note from Welsh Government suggests a limit of 80 mg/m^2/day for coal working. The advice note can be found at this location:

http://wales.gov.uk/docs/cabinetstatements/2009/090120coaltanen.pdf

A map showing the locations of each of the monitoring sites is also shown in Figure 2.17. Figures 2.18 to 2.43 comprise pairs of time series and pie charts for each site. The time series charts show how the fallout rate has varied over the period(s) concerned, whilst the pie charts show the average composition. The tables that accompany the charts highlight any differences that may have occurred over the period. Figure 2.44 shows the average fallout rate for each site during 2013 in a bar chart, and Table 2.15 holds the data for this chart. The sites are ranked in a table and graphically according to the average fallout rate. Figure 2.45 and Table 2.16 show how fallout rates have varied in the long term.

Fallout levels have been categorised as "low", "moderate", "high", or "very high" in order to aid comprehension. These categories are defined by this Authority and are not official categories.

Table 2.14 Fallout categories as defined by NPT

Fallout rate mg/m^2/day	Category
< 40	Low
40 to 79	Moderate
80 to 159	High
> 159	Very high

Each site description includes a coloured bar to show it's categorisation as well as an indication of the percentage change in fallout rates over the last year alongside.

the number of days in the sampling period. The total number of days exceeding for the year is the sum of each of these periods where the average was greater than 200 mg/m2/day.

Results by site

2.2.5.7.1 Cil Carne Farm, Bryn, Port Talbot (Figs. 2.18 & 2.19) **Low** **+55%**

The "nuisance limit" was not exceeded in 2013 and no samples reached within 10% of 200 mg/m^2/day. The maximum fallout rate was 75 mg/m^2/day and the average 34 mg/m2/day, the corresponding values for 2012 were 36 and 22 mg/m^2/day respectively. There was 55% increase in fallout rates compared to the previous year, which was mainly due to increases in sand and dirt.

2.2.5.7.2 Prince Street, Port Talbot (Figs. 2.20 & 2.21) **Very high** **+101%**

The "nuisance limit" (200 mg/m^2/day) was exceeded on 123 days in 2013 but there were no days were within 10% of the "nuisance limit". During the previous year there were exceedances on 29 days. In 2013, the maximum fallout rate was 636 mg/m^2/day and the average 199 mg/m^2/day, the corresponding values for 2012 were 297 and 99 mg/m^2/day respectively. The average fallout increased by 101%, which was mainly due to increases in iron, coal and plant/animal fragments.

2.2.5.7.3 **Port Talbot Fire Station** (Figs. 2.22 & 2.23) **Very high** **+77%**

The "nuisance limit" was exceeded on 95 days during 2013 and there were 34 days within 10% of the "nuisance limit". The corresponding figures for 2012 were no days exceeding the "nuisance limit" and 35 days within 10%. The maximum fallout rate was 524 mg/m^2/day and the average 188 mg/m^2/day, and the corresponding values for 2012 were 184 and 106 mg/m^2/day respectively. There was a 77% increase in fallout rates compared to the previous year, which was mainly due to more iron, coal and dirt.

2.2.5.7.4 Eglwys Nunydd Reservoir, Port Talbot (Figs. 2.24 & 2.25) **Moderate** **+45%**

The "nuisance limit" was not exceeded during 2013 and there were no days within 10% of the "nuisance limit". This was also the case in 2012. The maximum fallout rate was 151 mg/m^2/day and the average 64 mg/m^2/day, and the corresponding values for 2012 were 122 and 44 mg/m^2/day respectively. There was a 45% increase in fallout rates compared to the previous year.

2.2.5.7.5 **Gwaun Cae Gurwen** (Figs. 2.26 & 2.27) **Low** **+8%**

The "nuisance limit" was not exceeded during 2013 and no samples reached within 10% of 200 mg/m^2/day. The maximum fallout rate was 144 mg/m^2/day and the average 28 mg/m^2/day, and the corresponding values for 2012 were 44 and 23 mg/m^2/day respectively. There was an 8% increase in fallout rates compared to the previous year.

2.2.5.7.6 **Tairgwaith** (Figs. 2.28 & 2.29) **Low** **+25%**

The "nuisance limit" was not exceeded and no samples reached within 10% of 200 mg/m^2/day. The maximum fallout rate was 56 mg/m^2/day and the average 30

mg/m^2/day, the corresponding values for 2012 were 58 and 24 mg/m2/day respectively. There was a 25% increase in fallout rates compared to the previous year.

2.2.5.7.7 **Parish Road, Cwmgwrach** (Figs. 2.30 & 2.31) **Low** **+6%**

The "nuisance limit" was not exceeded and no samples reached within 10% of 200 mg/m^2/day. The maximum fallout rate was 94 mg/m^2/day and the average 37 mg/m^2/day, the corresponding values for 2012 were 69 and 35 mg/m^2/day respectively. There was a 6% increase in fallout rates compared to the previous year.

2.2.5.7.8 Llygad yr Haul, Glynneath (Figs. 2.32 & 2.33) **Low** **+9%**

The "nuisance limit" was not exceeded and no samples reached within 10% of 200 mg/m2/day. The maximum fallout rate was 51 mg/m2/day and the average only 25 mg/m2/day, the corresponding values for 2012 were 64 and 23 mg/m2/day respectively. There was a 9% increase in fallout rates compared to the previous year.

2.2.5.7.9 Wembley Avenue, Onllwyn (Figs. 2.34 & 2.35) **Moderate** **+25%**

The "nuisance limit" was not exceeded and no samples reached within 10% of 200 mg/m^2/day. The maximum fallout rate was 84 mg/m^2/day and the average 45 mg/m^2/day, the corresponding values for 2012 were 72 and 36 mg/m^2/day respectively. This represented an increase of 25%, which was mainly due to more coal fallout.

2.2.5.7.10 Little Warren, Port Talbot (Figs. 2.36 & 2.37) **Moderate** **No change**

The "nuisance limit" was not exceeded in 2013 and no samples reached within 10% of 200 mg/m^2/day. The maximum fallout rate was 178 mg/m^2/day and the average 65 mg/m^2/day, the corresponding values for 2012 were 142 and 65 mg/m^2/day respectively. There was no change in fallout rates compared to the previous year.

2.2.5.7.11 Dyffryn School, Port Talbot (Figs. 2.38 & 2.39) **High** **+66%**

The "nuisance limit" was exceeded on 28 days during 2013 and there were no days within 10% of the "nuisance limit". There were no corresponding days exceeding the nuisance limit during 2012. The maximum fallout rate was 307 mg/m^2/day and the average 106 mg/m^2/day, and the corresponding values for 2012 were 117 and 64 mg/m^2/day respectively. There was a 66% increase in fallout rates compared to the previous year.

2.2.5.7.12 Cwmllynfell (Figs. 2.40 & 2.41) **High** **+163%**

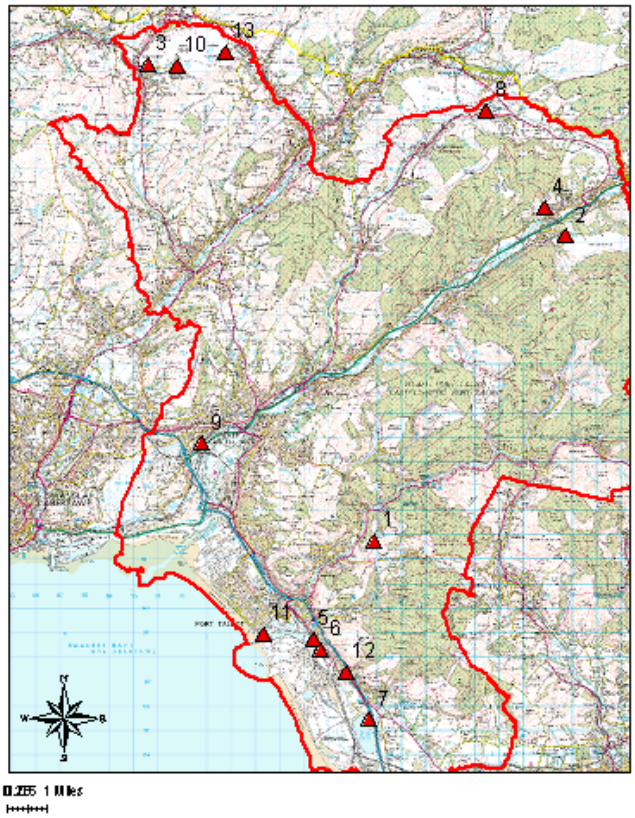
The "nuisance limit" was exceeded on 58 days during 2013 and there were 21 days within 10% of the "nuisance limit". The maximum fallout rate was 259 mg/m^2/day and the average 126 mg/m^2/day, and the corresponding values for 2012 were 81 and 48 mg/m^2/day respectively. There was an 163% increase in fallout rates compared to the previous year, which was mainly due to more dirt.

2.2.5.7.13 Summary

The sites at Prince Street and Port Talbot Fire Station remain as top ranked in terms of average fallout rate. In fact 2013 was a particularly poor year for both sites with fallout rates exceeding 600 and 500 mg/m^2/day respectively at times. Prince Street fallout rates were typically very near to the "nuisance limit" of 200 mg/m^2/day. Natural Resources Wales is the regulator for the steelworks and has been informed of these results.

A number of high results at the Cwmllynfell site have propelled it to 3rd place in the rankings. 2013 was the worst year to date at this rural site, which is located near to East Pit Opencast site which is regulated by the Council. These high fallout rates are not mirrored by PM_{10} measurements made by the operator. Provisions have been made for improved dust mitigation measures by Celtic Energy.

Figure 2.17 Deposit gauge locations



Key

Id	Address
1	Cil Carne Farm, Bryn, Port Talbot
2	41, Parish Road, Cwmgwrach
3	Primary School, Gwaun Cae Gurwen
4	2, Llygad Yr Haul, Glynneath
5	Port Talbot Fire Station, Margam, Port Talbot
6	24, Prince Street, Margam, Port Talbot
7	Eglwys Nunydd Resevoir, Margam, Port Talbot
8	11, Wembley Avenue, Onllwyn
9	Cardonnel Road, Skewen
10	Workingmen's Club, Tairgwaith
11	Little Warren, Aberafan, Port Talbot
12	Dyffryn School, Margam, Port Talbot
13	Ochwr y Waun, Cwmllynfell

Figure 2.18 Cil Carne Farm pie charts

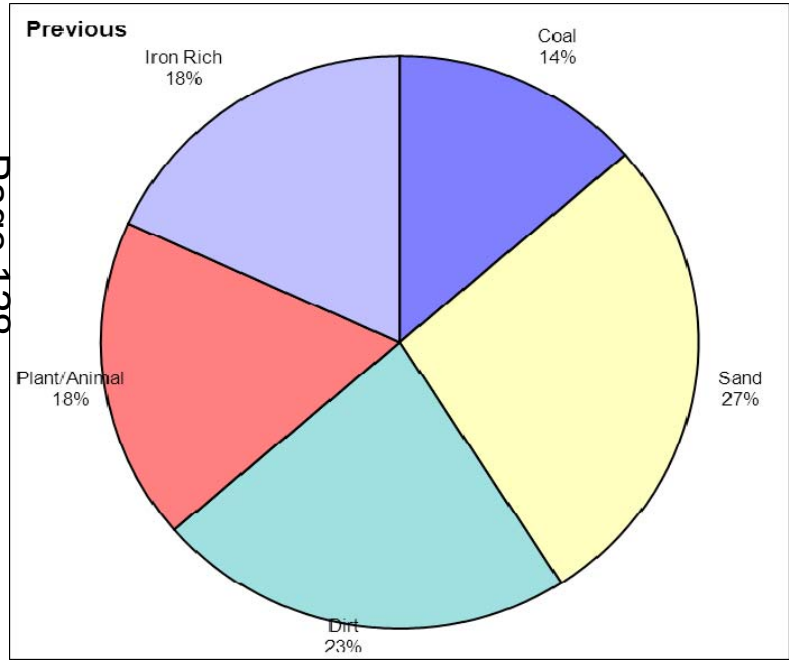
Deposit Gauge Analysis Report

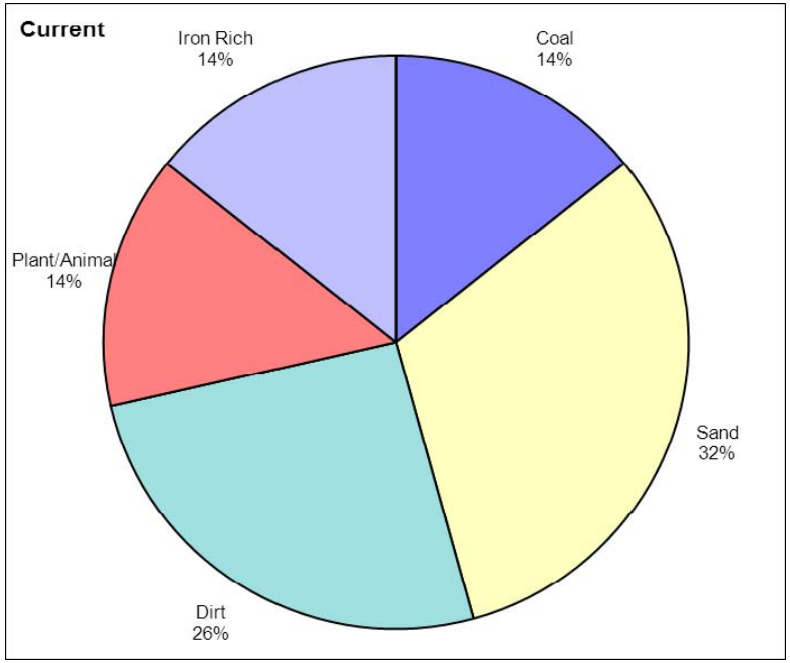
Cil Carne Farm, Port Talbot

Comparison of Fallout Composition

Current Period = 01-Jan-13 to 31-Dec-13

Previous Period = 01-Jan-12 to 31-Dec-12





Measurement Type	Period	Coal	Carbonised	Sand	Dirt	Fly Ash	Plant/Animal	Calcium Rich	Iron Rich	Others
Av. Deposition Rate (mg/m2/day)	Current	5	0	11	9	0	5	0	5	0
	Previous	3	0	6	5	0	4	0	4	0

Figure 2.19 Cil Carne Farm fallout rates

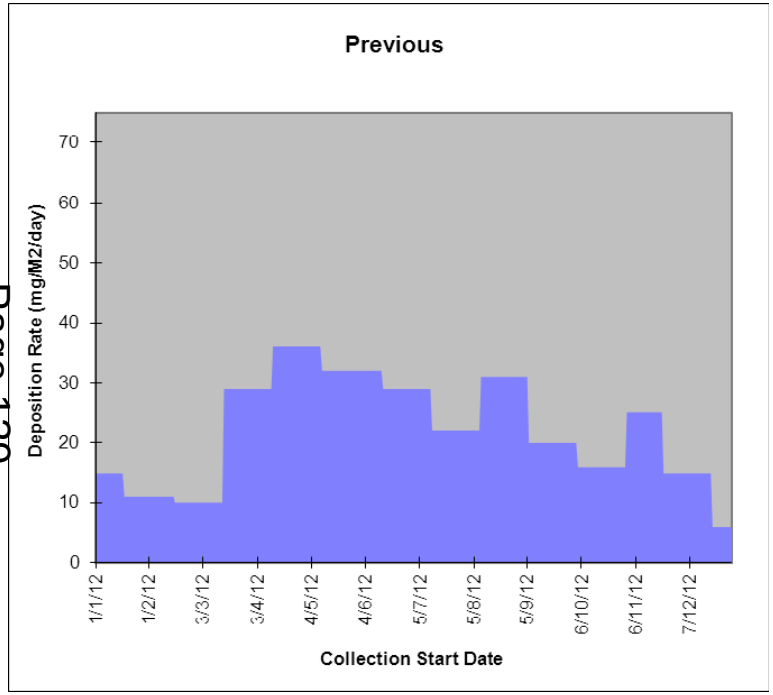
Deposit Gauge Analysis Report

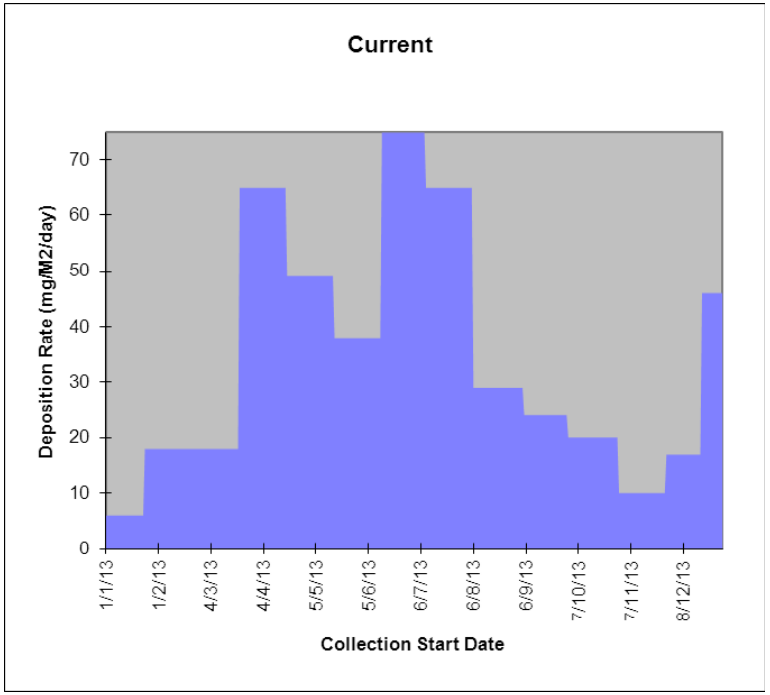
Cil Carne Farm, Port Talbot

Comparison of Fallout Rate with Time

Current Period = 01-Jan-13 to 31-Dec-13

Previous Period = 01-Jan-12 to 31-Dec-12





Period	Fallout Level (mg/m2/day)		No. Samples	% Data Capture	200 mg/m2/day 'Nuisance Limit'	
	Average	Maximum			Days within 10% of	Days Exceeding
Current	34	75	13	100.0	0	0
Previous	22	36	13	100.0	0	0
Change	12	Increase 55%				

Figure 2.20 Prince Street pie charts

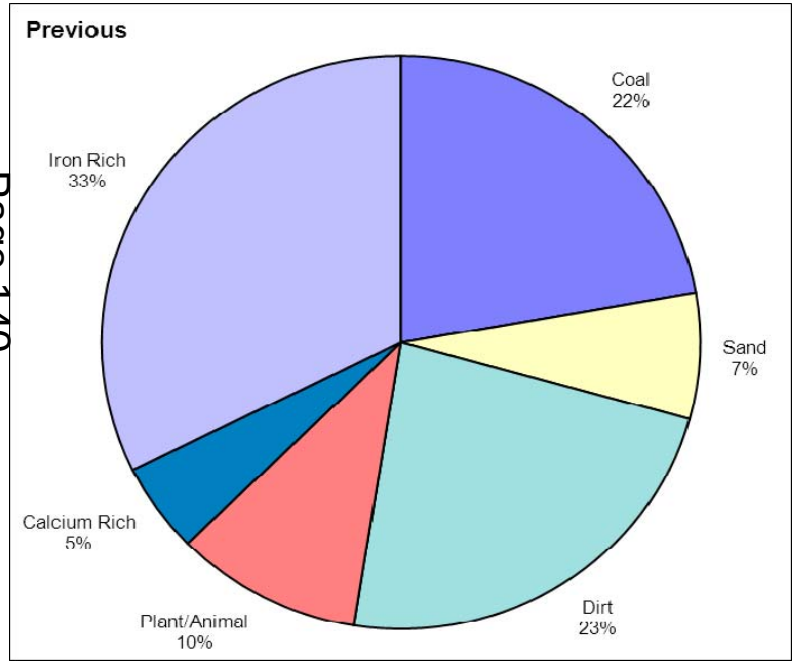
Deposit Gauge Analysis Report

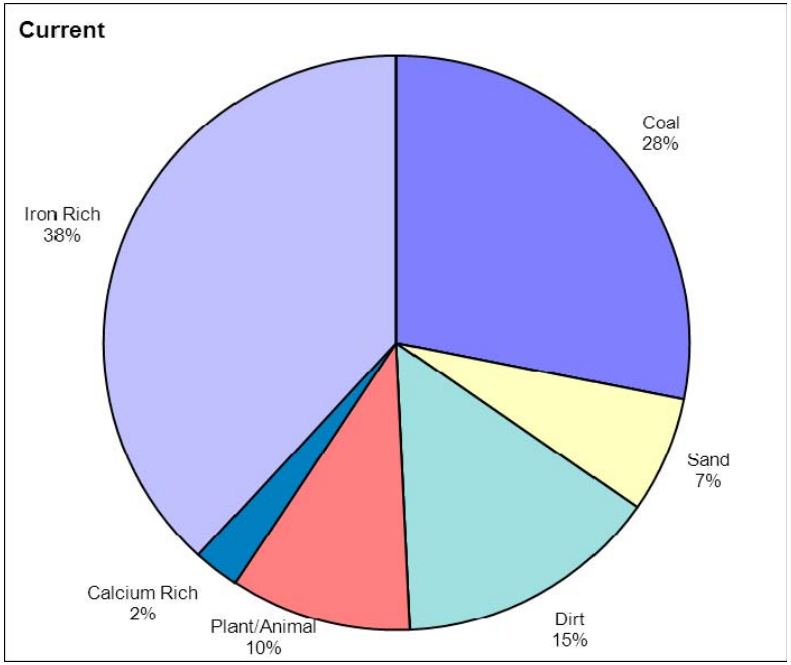
24, Prince Street, Port Talbot

Comparison of Fallout Composition

Current Period = 01-Jan-13 to 31-Dec-13

Previous Period = 01-Jan-12 to 31-Dec-12





Measurement Type	Period	Coal	Carbonised	Sand	Dirt	Fly Ash	Plant/Animal	Calcium Rich	Iron Rich	Others
Av. Deposition Rate (mg/m2/day)	Current	56	0	13	29	0	20	5	76	0
	Previous	22	0	7	23	0	10	5	32	0

Figure 2.21 Prince Street fallout rates

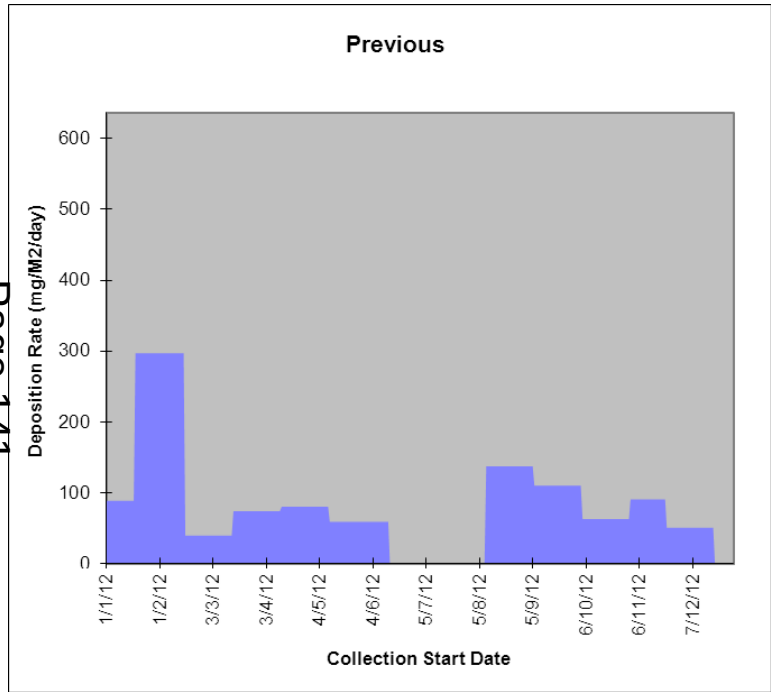
Deposit Gauge Analysis Report

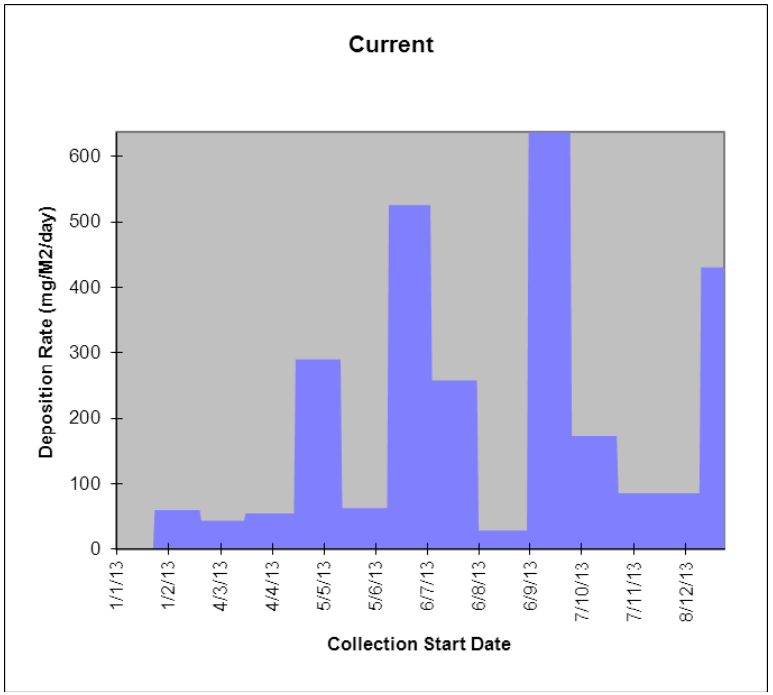
24, Prince Street, Port Talbot

Comparison of Fallout Rate with Time

Current Period = 01-Jan-13 to 31-Dec-13

Previous Period = 01-Jan-12 to 31-Dec-12





Period	Fallout Level (mg/m2/day)		No. Samples	% Data Capture	200 mg/m2/day 'Nuisance Limit'	
	Average	Maximum			Days within 10% of	Days Exceeding
Current	199	636	13	93.7	0	123
Previous	99	297	10	81.0	0	29
Change	100	Increase 101%				

Figure 2.22 Port Talbot Fire Station pie charts

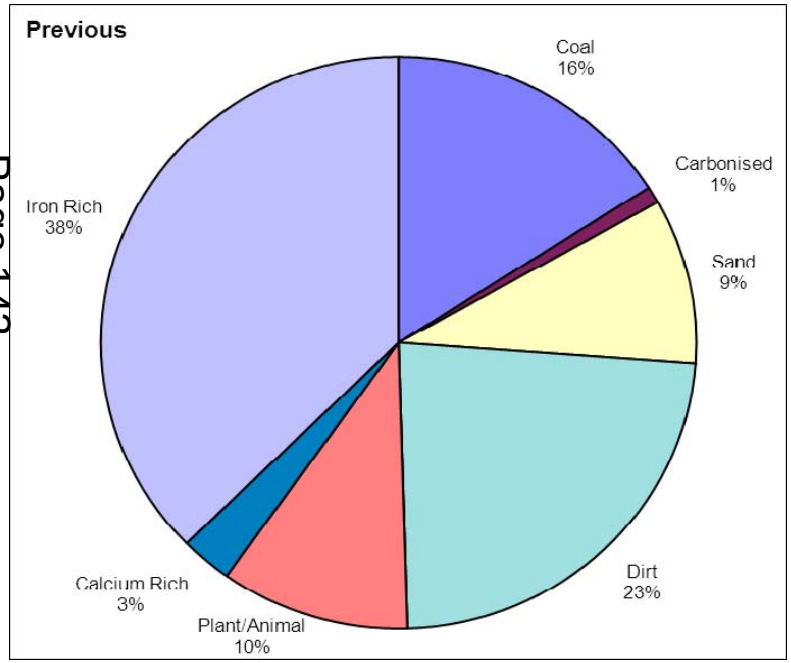
Deposit Gauge Analysis Report

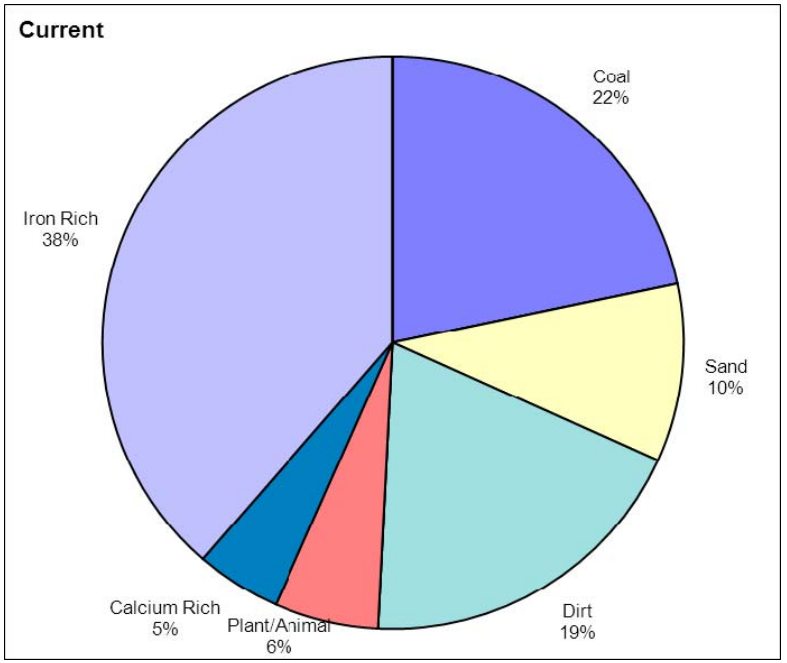
Port Talbot Fire Station

Comparison of Fallout Composition

Current Period = 01-Jan-13 to 31-Dec-13

Previous Period = 01-Jan-12 to 31-Dec-12





Measurement Type	Period	Coal	Carbonised	Sand	Dirt	Fly Ash	Plant/Animal	Calcium Rich	Iron Rich	Others
Av. Deposition Rate (mg/m2/day)	Current	41	0	19	36	0	11	9	73	0
	Previous	17	1	10	25	0	11	3	40	0

Figure 2.23 Port Talbot Fire Station fallout rates

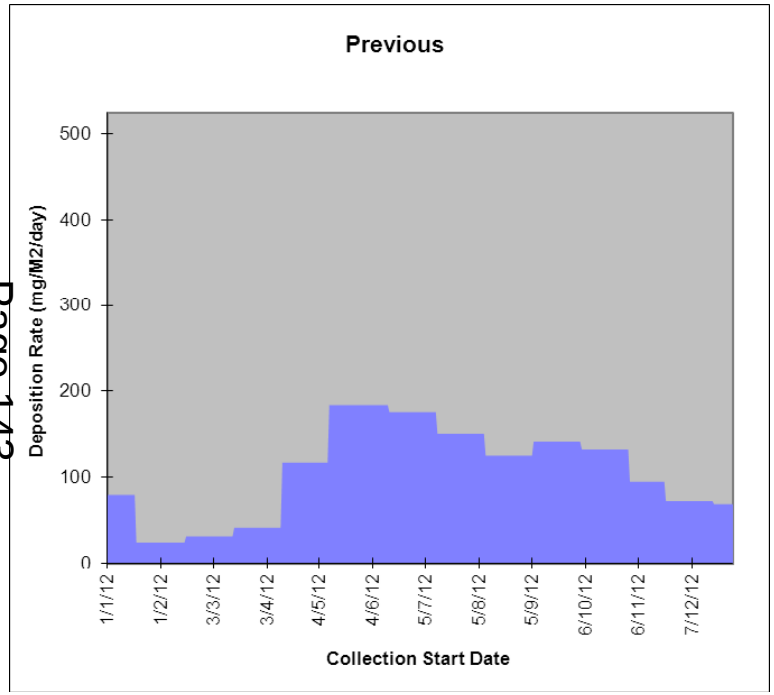
Deposit Gauge Analysis Report

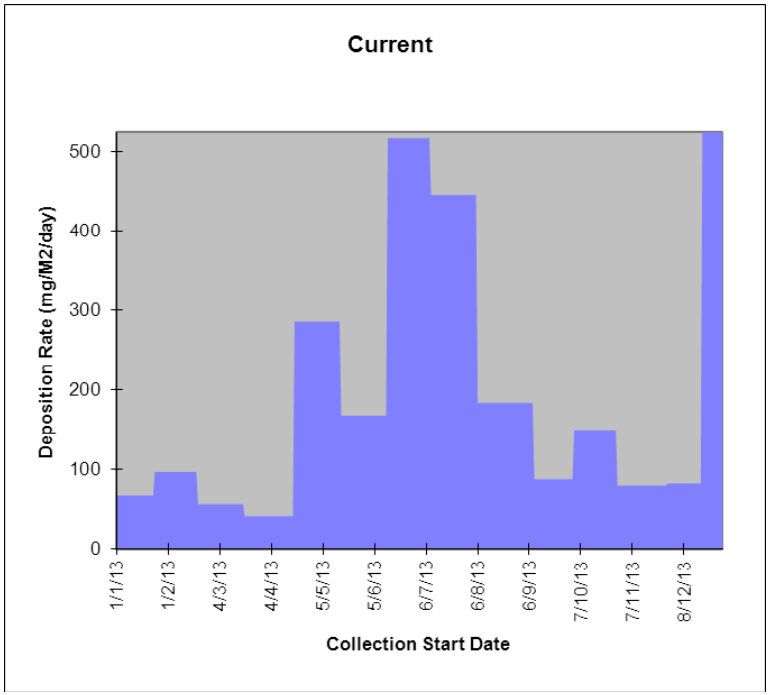
Port Talbot Fire Station

Comparison of Fallout Rate with Time

Current Period = 01-Jan-13 to 31-Dec-13

Previous Period = 01-Jan-12 to 31-Dec-12





Period	Fallout Level (mg/m2/day)		No. Samples	% Data Capture	200 mg/m2/day 'Nuisance Limit'	
	Average	Maximum			Days within 10% of	Days Exceeding
Current	188	524	13	100.0	34	95
Previous	106	184	13	100.0	35	0
Change	82	Increase 77%				

Figure 2.24 Eglwys Nunydd Reservoir pie charts

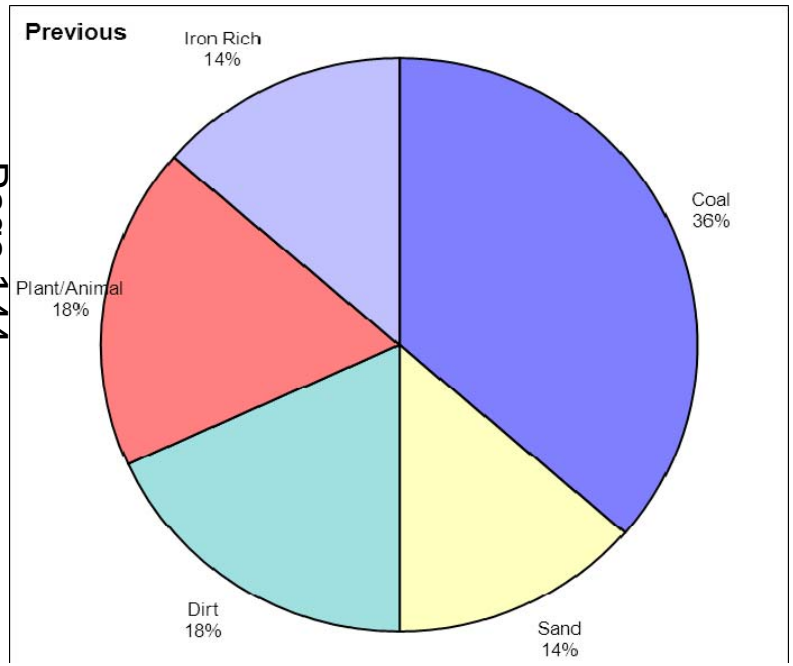
Deposit Gauge Analysis Report

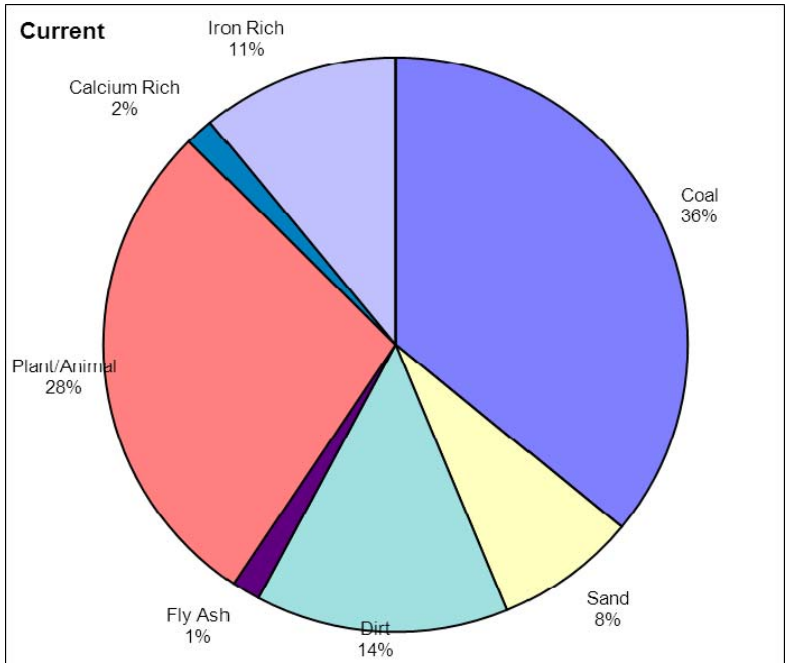
Eglwys Nunydd Reservoir, Port Talbot

Comparison of Fallout Composition

Current Period = 01-Jan-13 to 31-Dec-13

Previous Period = 01-Jan-12 to 31-Dec-12





Measurement Type	Period	Coal	Carbonised	Sand	Dirt	Fly Ash	Plant/Animal	Calcium Rich	Iron Rich	Others
Av. Deposition Rate (mg/m2/day)	Current	23	0	5	9	1	18	1	7	0
	Previous	16	0	6	8	0	8	0	6	0

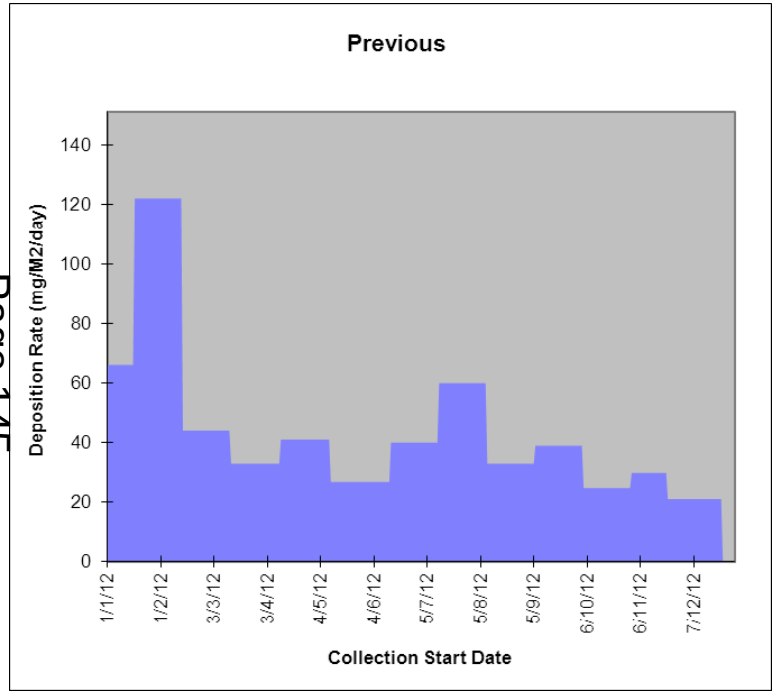
Figure 2.25 Eglwys Nunydd fallout rates

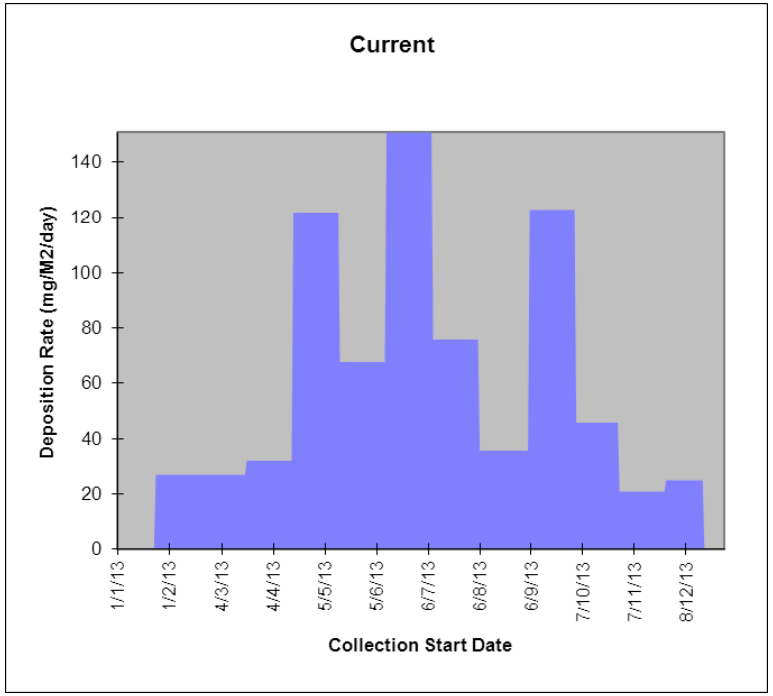
Deposit Gauge Analysis Report

Eglwys Nunydd Resevoir, Port Talbot

Comparison of Fallout Rate with Time

Current Period	=	01-Jan-13	to	31-Dec-13
Previous Period	=	01-Jan-12	to	31-Dec-12





Period	Fallout Level (mg/m2/day)		No. Samples	% Data Capture	200 mg/m2/day 'Nuisance Limit'	
	Average	Maximum			Days within 10% of	Days Exceeding
Current	64	151	12	90.1	0	0
Previous	44	122	12	97.8	0	0
Change	20	Increase 45%				

Figure 2.26 Gwaen Cae Gurwen pie charts

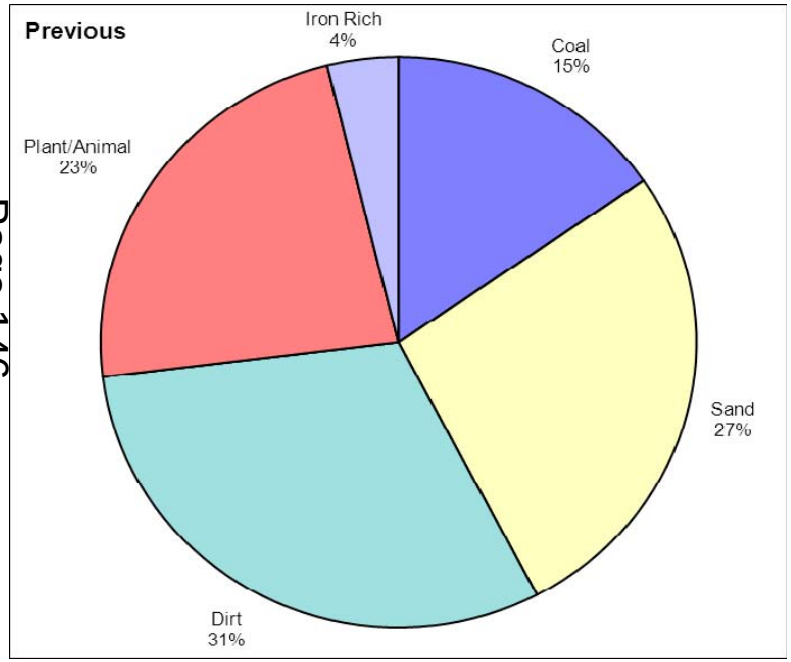
Deposit Gauge Analysis Report

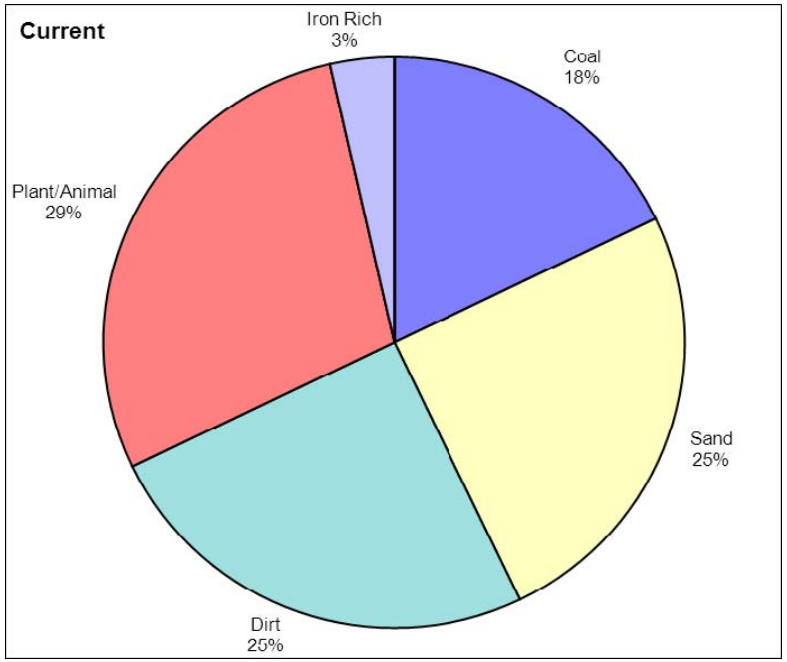
Primary School, Gwaen Cae Gurwen

Comparison of Fallout Composition

Current Period = 01-Jan-13 to 31-Dec-13

Previous Period = 01-Jan-12 to 31-Dec-12





Measurement Type	Period	Coal	Carbonised	Sand	Dirt	Fly Ash	Plant/Animal	Calcium Rich	Iron Rich	Others
Av. Deposition Rate (mg/m2/day)	Current	5	0	7	7	0	8	0	1	0
	Previous	4	0	7	8	0	6	0	1	0

Figure 2.27 Gwaen Cae Gurwen fallout rates

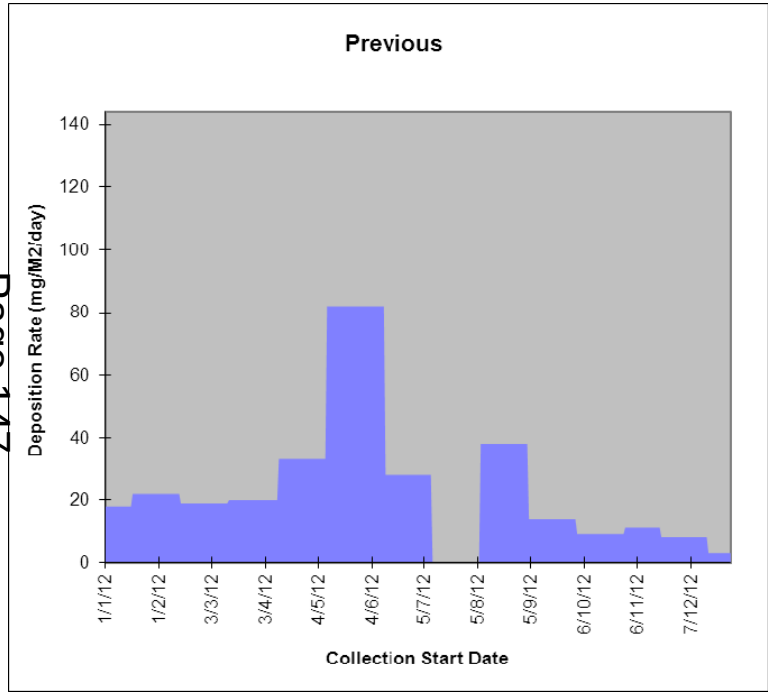
Deposit Gauge Analysis Report

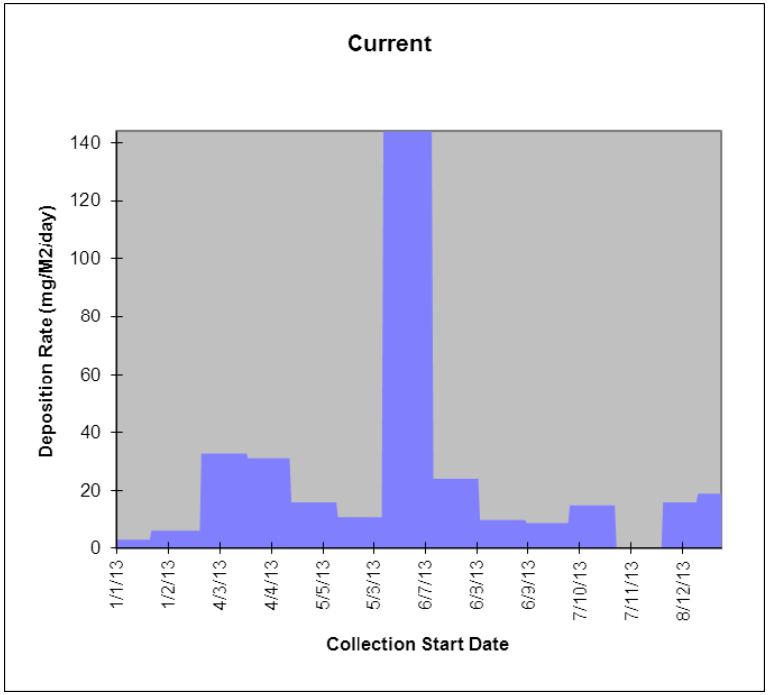
Primary School, Gwaen Cae Gurwen

Comparison of Fallout Rate with Time

Current Period = 01-Jan-13 to 31-Dec-13

Previous Period = 01-Jan-12 to 31-Dec-12





Period	Fallout Level (mg/m2/day)		No. Samples	% Data Capture	200 mg/m2/day 'Nuisance Limit'	
	Average	Maximum			Days within 10% of	Days Exceeding
Current	28	144	12	92.3	0	0
Previous	26	82	12	92.1	0	0
Change	2	Increase 8%				

Figure 2.28 Tairgwaith pie charts

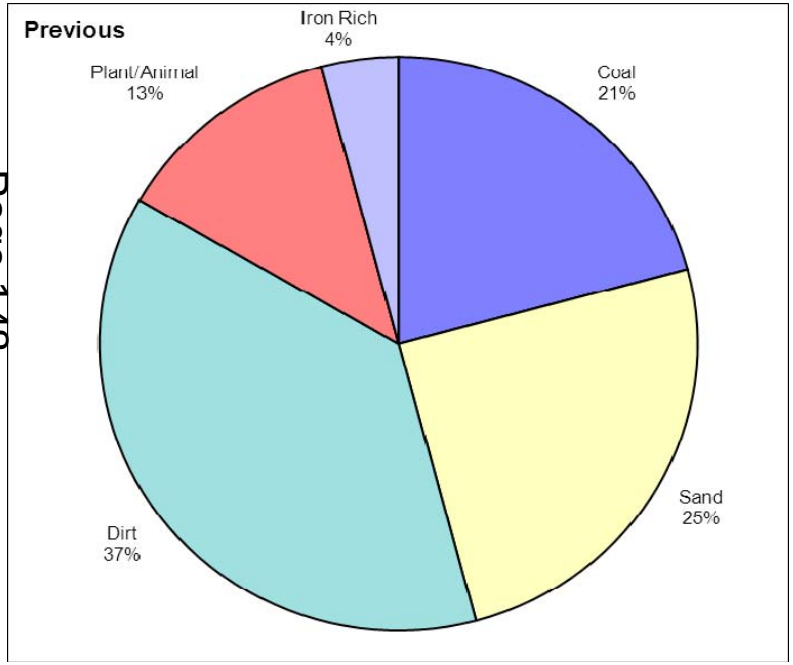
Deposit Gauge Analysis Report

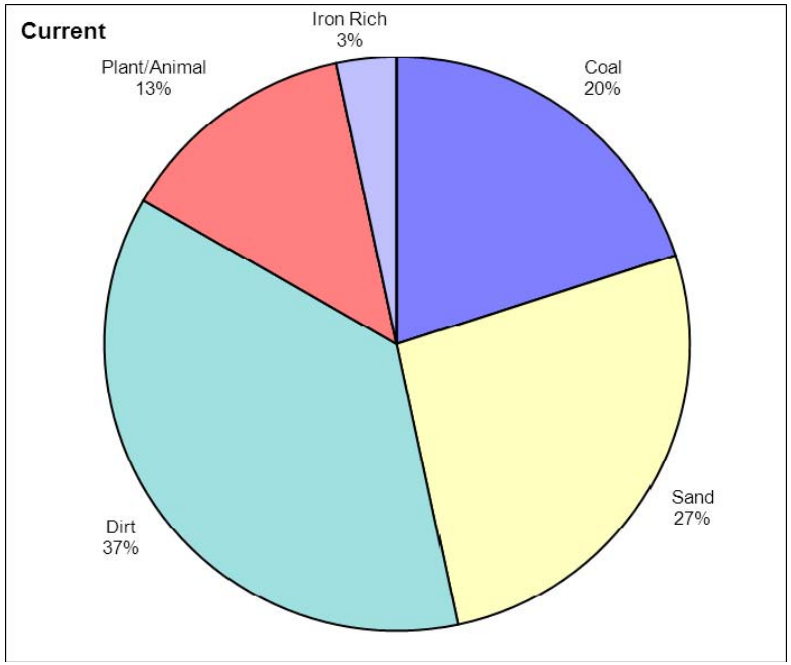
Workingmens Club, Tairgwaith

Comparison of Fallout Composition

Current Period = 01-Jan-13 to 31-Dec-13

Previous Period = 01-Jan-12 to 31-Dec-12





Measurement Type	Period	Coal	Carbonised	Sand	Dirt	Fly Ash	Plant/Animal	Calcium Rich	Iron Rich	Others
Av. Deposition Rate (mg/m2/day)	Current	6	0	8	11	0	4	0	1	0
	Previous	5	0	6	9	0	3	0	1	0

Figure 2.29 Tairgwaith fallout rates

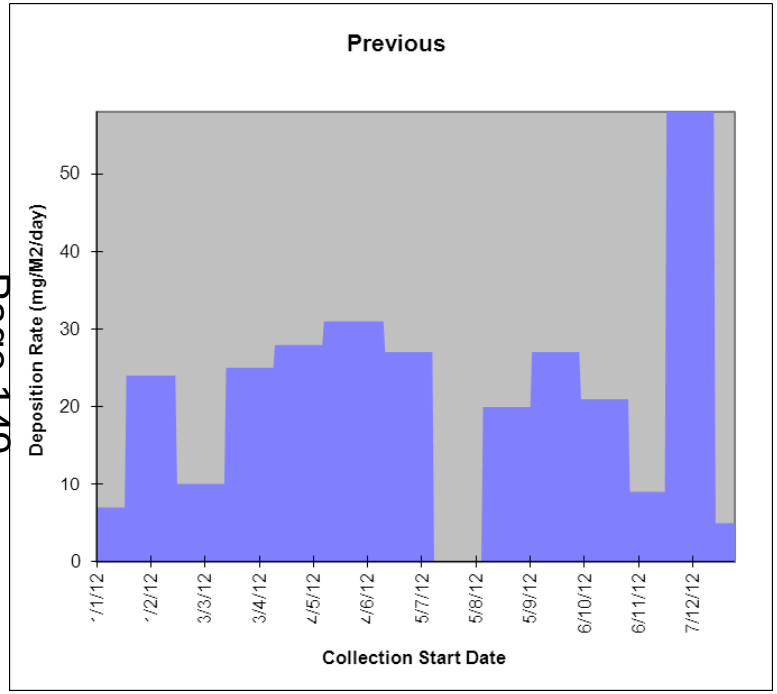
Deposit Gauge Analysis Report

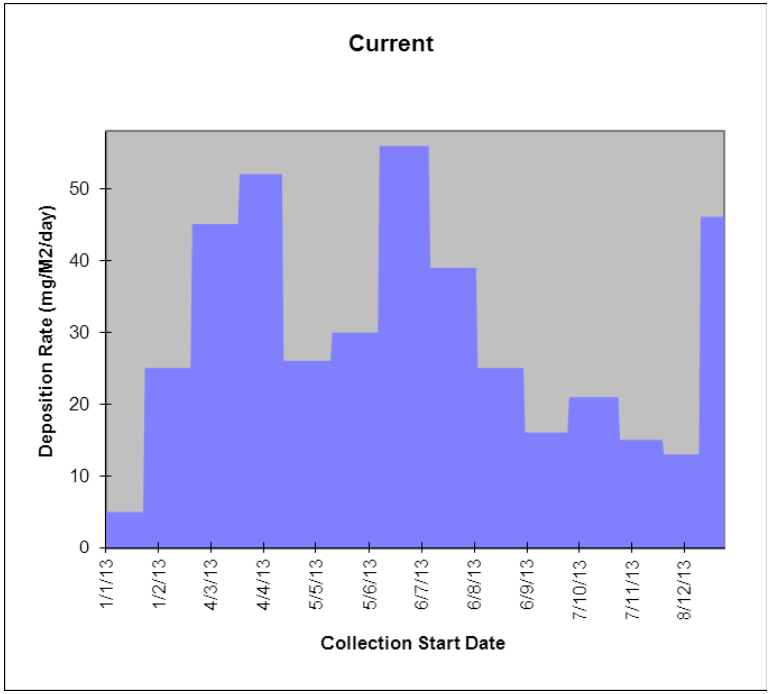
Workingmens Club, Tairgwaith

Comparison of Fallout Rate with Time

Current Period = 01-Jan-13 to 31-Dec-13

Previous Period = 01-Jan-12 to 31-Dec-12





Period	Fallout Level (mg/m2/day)		No. Samples	% Data Capture	200 mg/m2/day 'Nuisance Limit'	
	Average	Maximum			Days within 10% of	Days Exceeding
Current	30	56	13	100.0	0	0
Previous	24	58	12	92.1	0	0
Change	6	Increase 25%				

Figure 2.30 Cwmgwrach pie charts

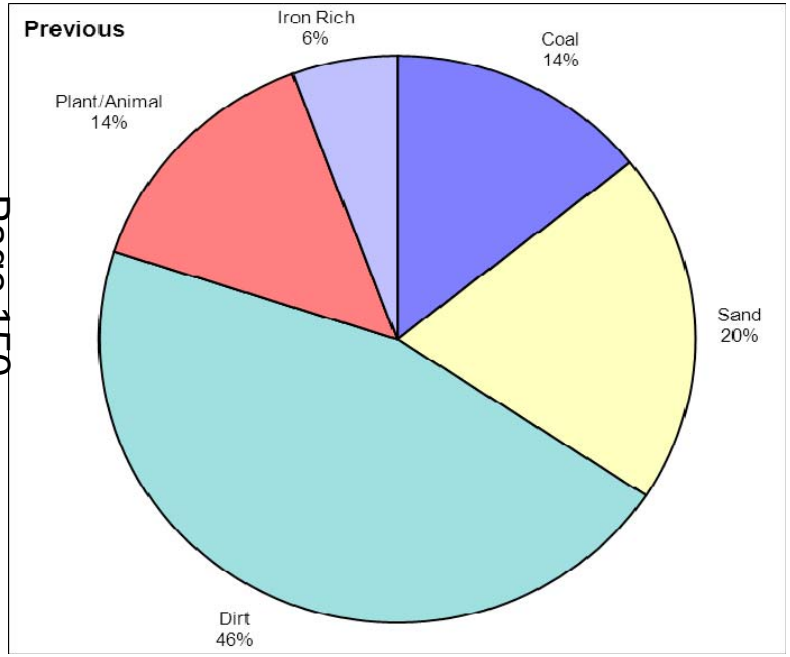
Deposit Gauge Analysis Report

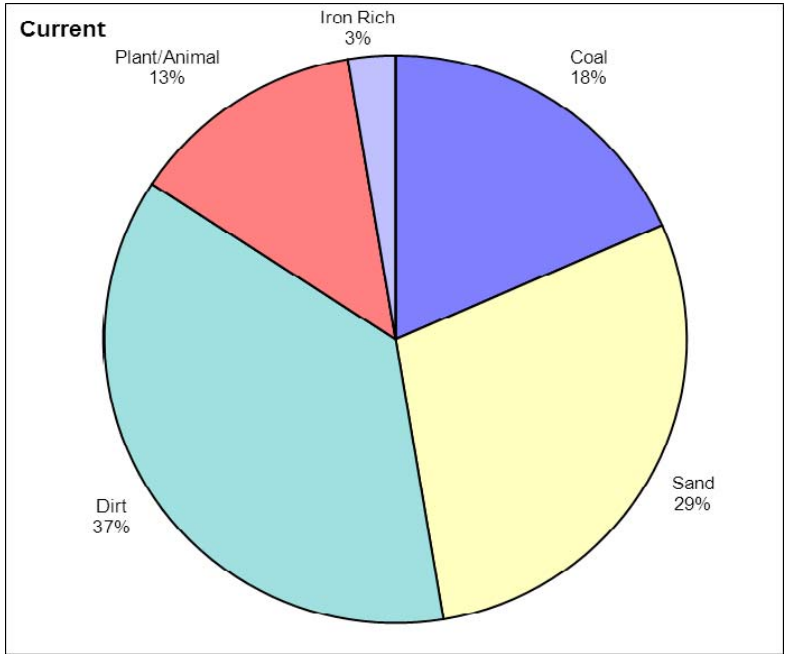
41, Parish Road, Cwmgwrach

Comparison of Fallout Composition

Current Period = 01-Jan-13 to 31-Dec-13

Previous Period = 01-Jan-12 to 31-Dec-12





Measurement Type	Period	Coal	Carbonised	Sand	Dirt	Fly Ash	Plant/Animal	Calcium Rich	Iron Rich	Others
Av. Deposition Rate (mg/m2/day)	Current	7	0	11	14	0	5	0	1	0
	Previous	5	0	7	16	0	5	0	2	0

Figure 2.31 Cwmgwrach fallout rates

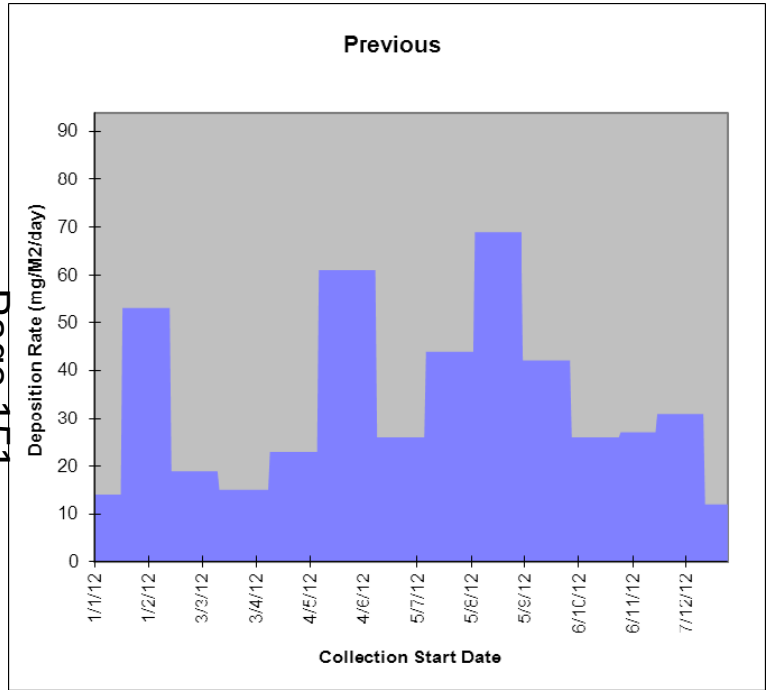
Deposit Gauge Analysis Report

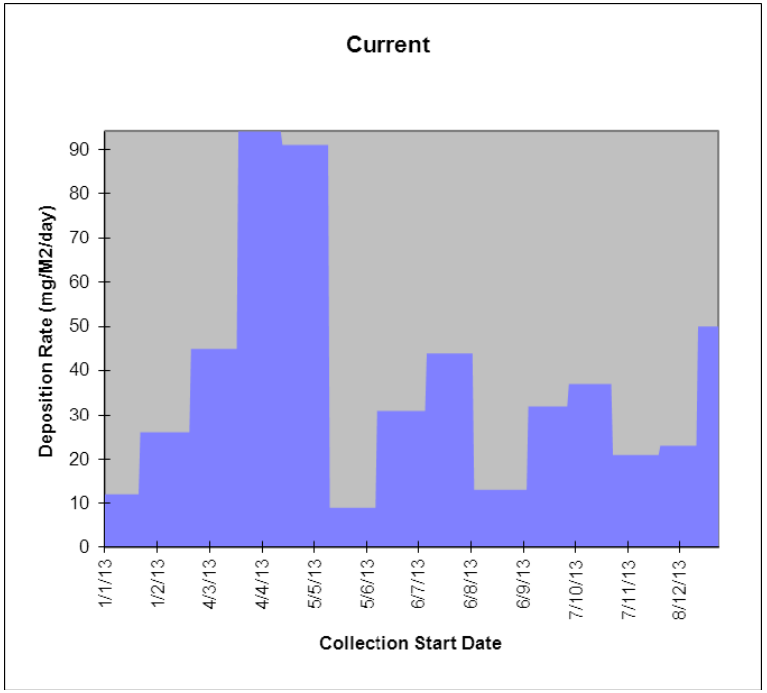
41, Parish Road, Cwmgwrach

Comparison of Fallout Rate with Time

Current Period = 01-Jan-13 to 31-Dec-13

Previous Period = 01-Jan-12 to 31-Dec-12





Period	Fallout Level (mg/m2/day)		No. Samples	% Data Capture	200 mg/m2/day 'Nuisance Limit'	
	Average	Maximum			Days within 10% of	Days Exceeding
Current	37	94	13	100.0	0	0
Previous	35	69	13	100.0	0	0
Change	2	Increase 6%				

Figure 2.32 Glynneath pie charts

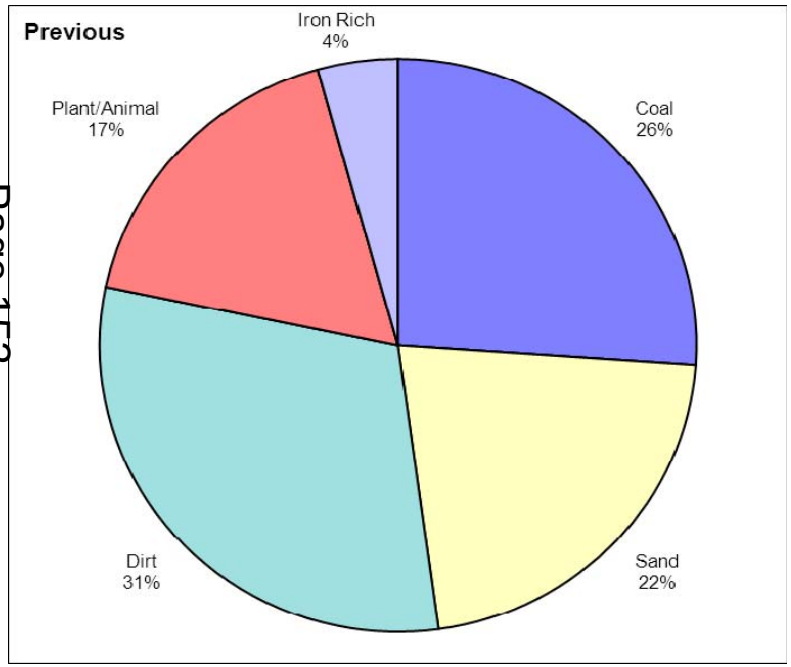
Deposit Gauge Analysis Report

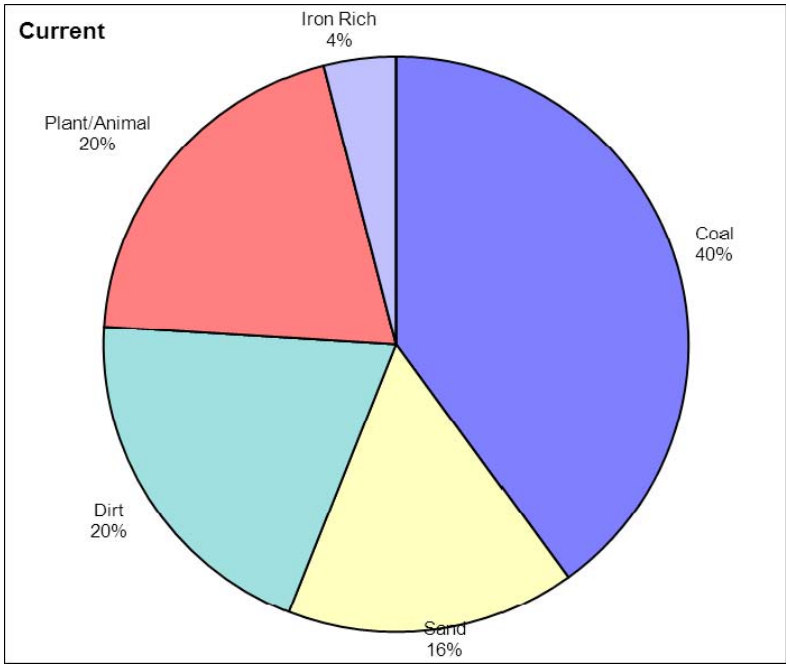
2, Llygad Yr Haul, Glynneath

Comparison of Fallout Composition

Current Period = 01-Jan-13 to 31-Dec-13

Previous Period = 01-Jan-12 to 31-Dec-12





Measurement Type	Period	Coal	Carbonised	Sand	Dirt	Fly Ash	Plant/Animal	Calcium Rich	Iron Rich	Others
Av. Deposition Rate (mg/m2/day)	Current	10	0	4	5	0	5	0	1	0
	Previous	6	0	5	7	0	4	0	1	0

Figure 2.33 Glynneath fallout rates

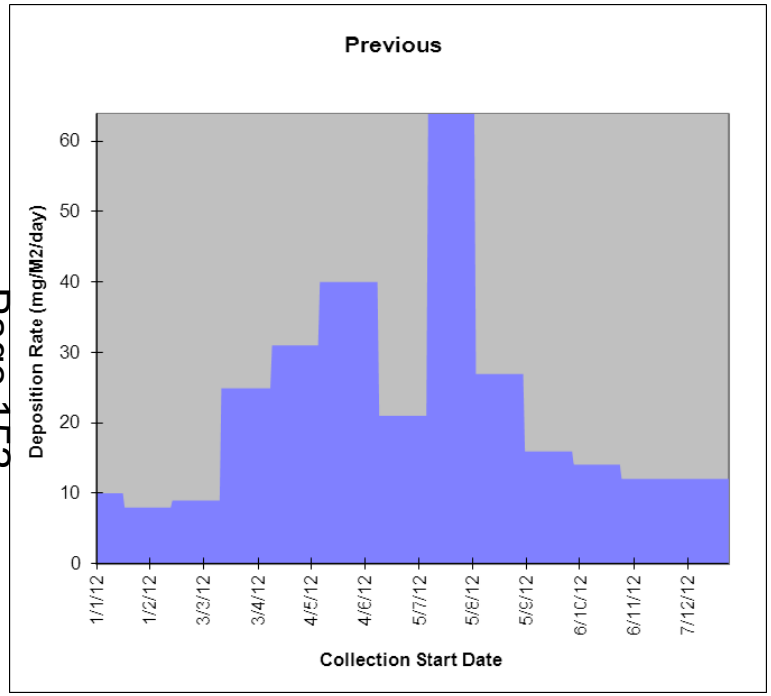
Deposit Gauge Analysis Report

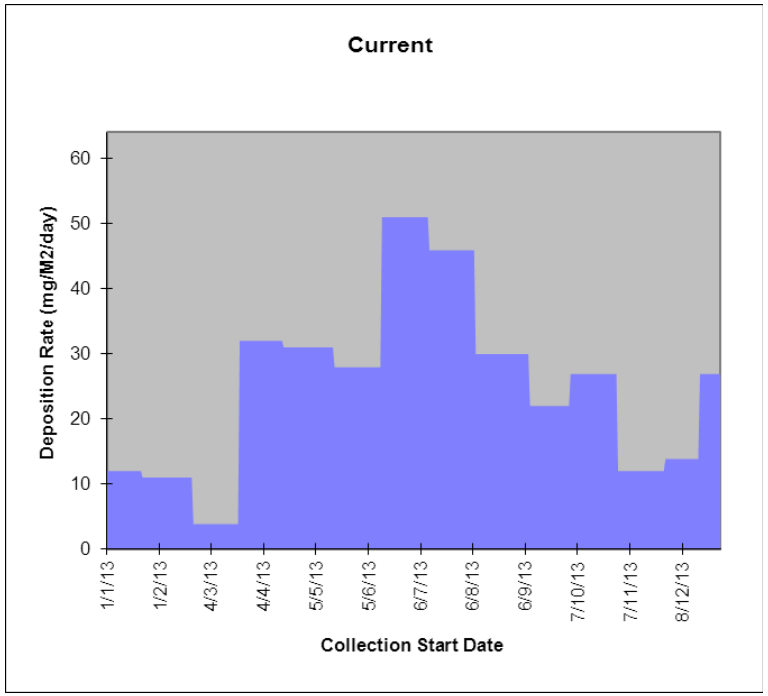
2, Llygad Yr Haul, Glynneath

Comparison of Fallout Rate with Time

Current Period = 01-Jan-13 to 31-Dec-13

Previous Period = 01-Jan-12 to 31-Dec-12





Period	Fallout Level (mg/m2/day)		No. Samples	% Data Capture	200 mg/m2/day 'Nuisance Limit'	
	Average	Maximum			Days within 10% of	Days Exceeding
Current	25	51	13	100.0	0	0
Previous	23	64	13	100.0	0	0
Change	2	Increase 9%				

Figure 2.34 Onllwyn pie charts

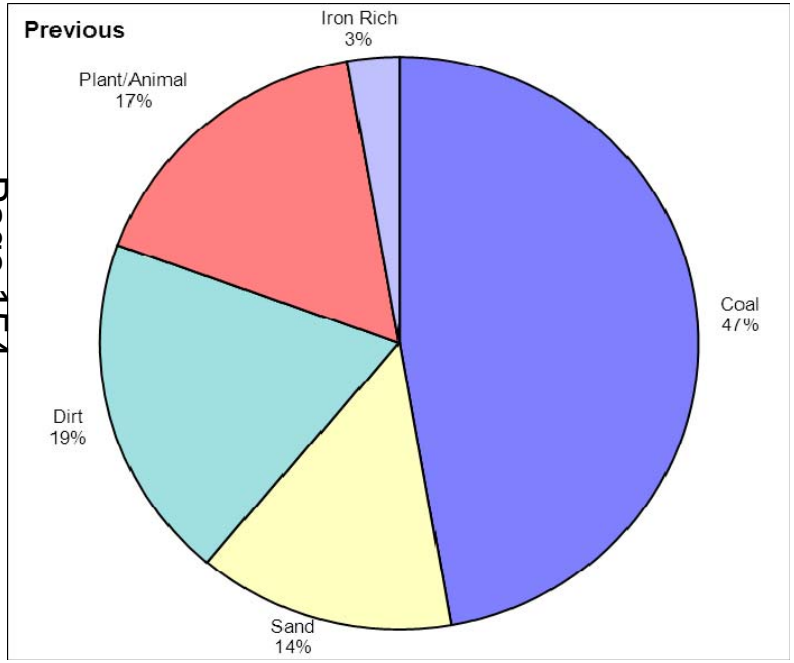
Deposit Gauge Analysis Report

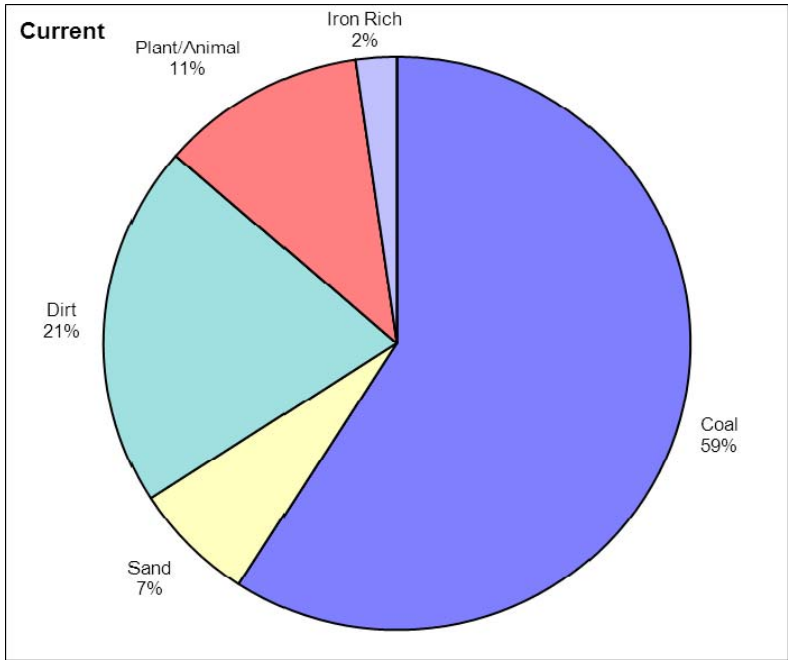
11, Wembley Avenue, Onllwyn

Comparison of Fallout Composition

Current Period = 01-Jan-13 to 31-Dec-13

Previous Period = 01-Jan-12 to 31-Dec-12





Measurement Type	Period	Coal	Carbonised	Sand	Dirt	Fly Ash	Plant/Animal	Calcium Rich	Iron Rich	Others
Av. Deposition Rate (mg/m2/day)	Current	26	0	3	9	0	5	0	1	0
	Previous	17	0	5	7	0	6	0	1	0

Figure 2.35 Onllwyn fallout rates

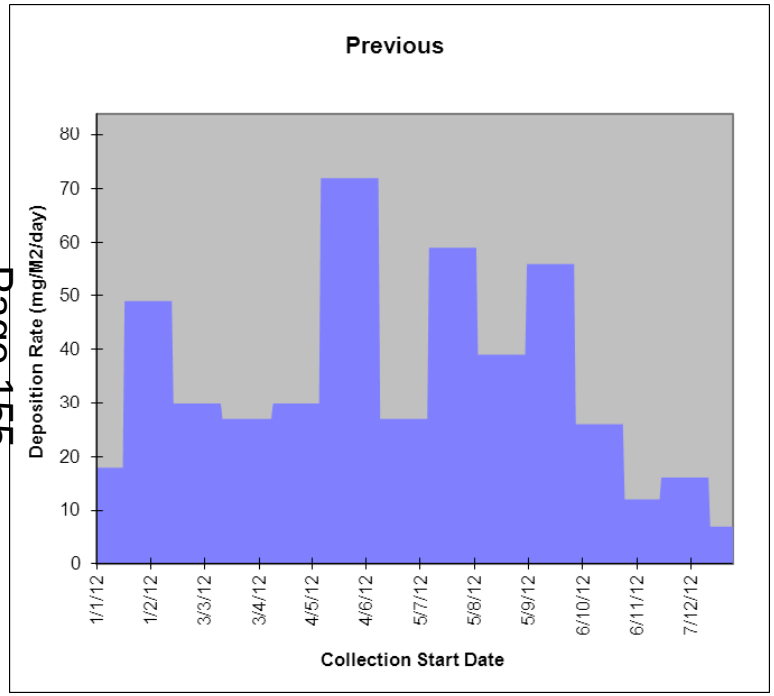
Deposit Gauge Analysis Report

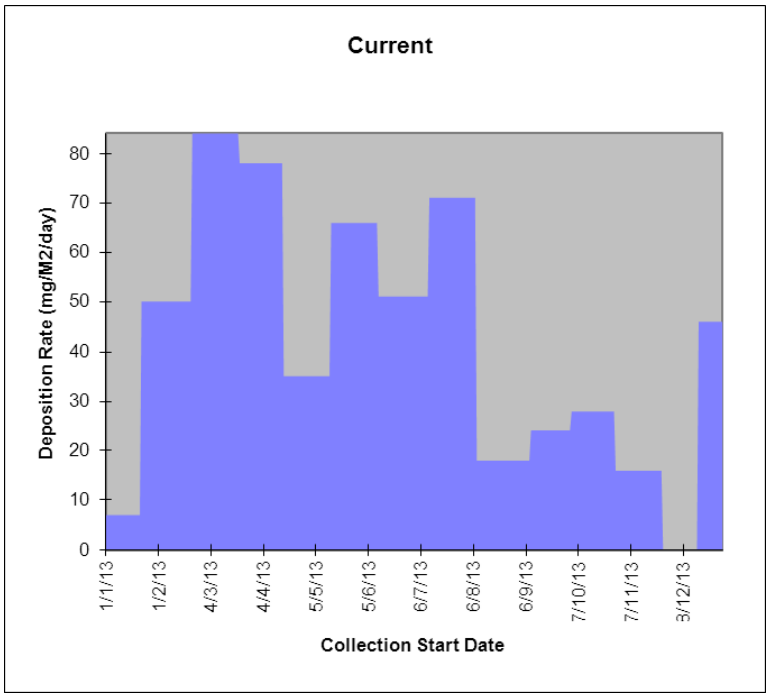
11, Wembley Avenue, Onllwyn

Comparison of Fallout Rate with Time

Current Period = 01-Jan-13 to 31-Dec-13

Previous Period = 01-Jan-12 to 31-Dec-12





Period	Fallout Level (mg/m2/day)		No. Samples	% Data Capture	200 mg/m2/day 'Nuisance Limit'	
	Average	Maximum			Days within 10% of	Days Exceeding
Current	45	84	12	94.2	0	0
Previous	36	72	13	100.0	0	0
Change	9	Increase 25%				

Figure 2.36 Little Warren pie charts

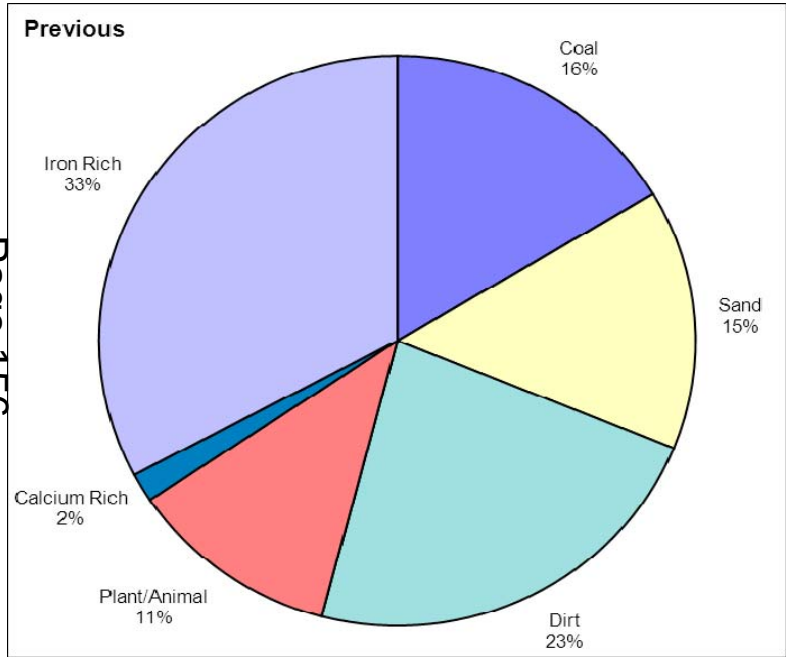
Deposit Gauge Analysis Report

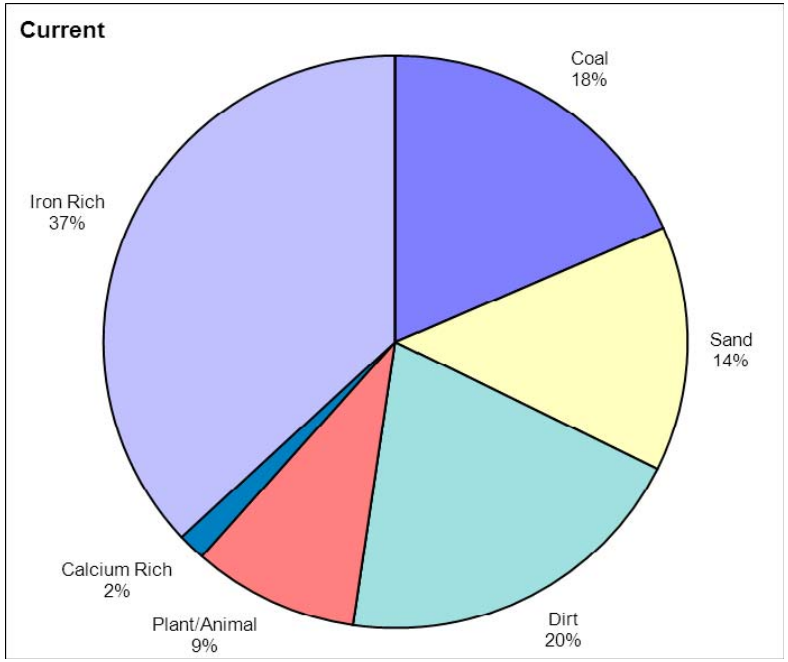
Little Warren, Port Talbot

Comparison of Fallout Composition

Current Period = 01-Jan-13 to 31-Dec-13

Previous Period = 01-Jan-12 to 31-Dec-12





Measurement Type	Period	Coal	Carbonised	Sand	Dirt	Fly Ash	Plant/Animal	Calcium Rich	Iron Rich	Others
Av. Deposition Rate (mg/m2/day)	Current	12	0	9	13	0	6	1	24	0
	Previous	10	0	9	14	0	7	1	20	0

Figure 2.37 Little Warren fallout rates

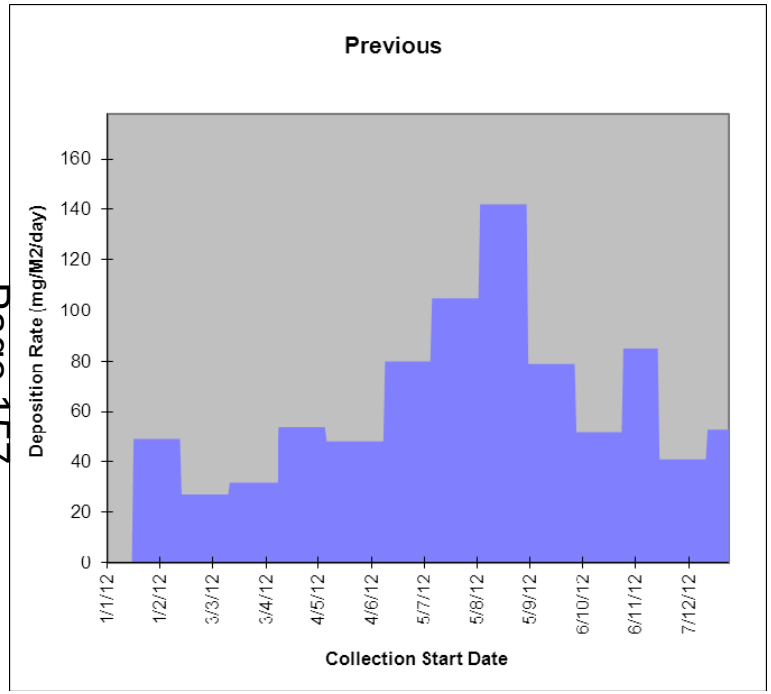
Deposit Gauge Analysis Report

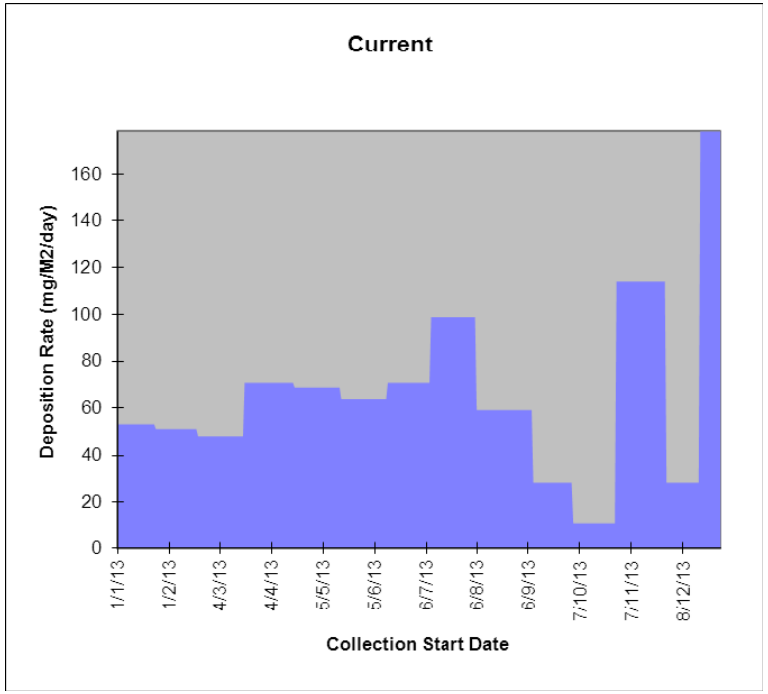
Little Warren, Port Talbot

Comparison of Fallout Rate with Time

Current Period = 01-Jan-13 to 31-Dec-13

Previous Period = 01-Jan-12 to 31-Dec-12





Period	Fallout Level (mg/m2/day)		No. Samples	% Data Capture	200 mg/m2/day 'Nuisance Limit'	
	Average	Maximum			Days within 10% of	Days Exceeding
Current	65	178	13	100.0	0	0
Previous	65	142	13	98.3	0	0
Change	0					

Figure 2.38 Dyffryn School pie charts

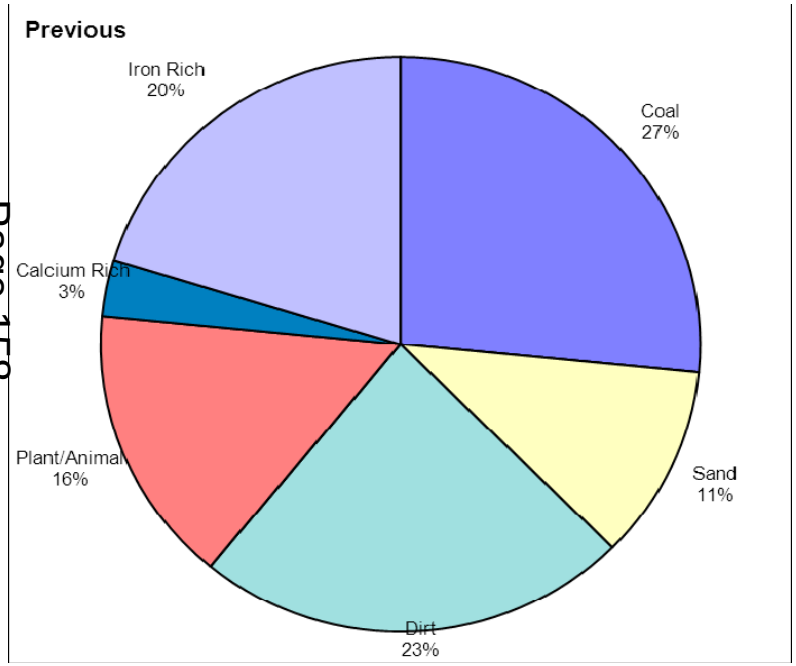
Deposit Gauge Analysis Report

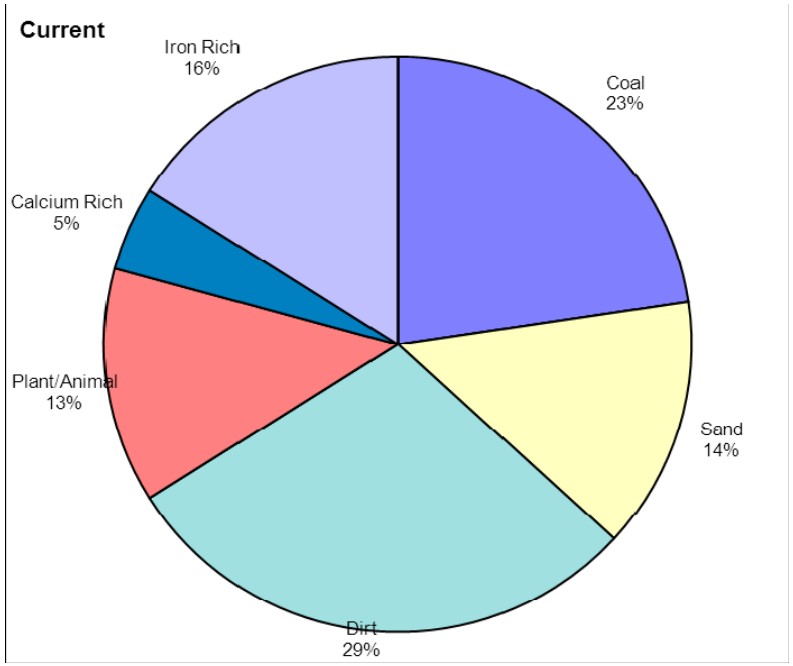
Dyffryn School, Bertha Road, Port Talbot

Comparison of Fallout Rate with Time

Current Period = 01-Jan-13 to 31-Dec-13

Previous Period = 01-Jan-12 to 31-Dec-12





Measurement Type	Period	Coal	Carbonised	Sand	Dirt	Fly Ash	Plant/Animal	Calcium Rich	Iron Rich	Others
Av. Deposition Rate (mg/m2/day)	Current	24	0	15	31	0	14	5	17	0
	Previous	17	0	7	15	0	10	2	13	0

Figure 2.39 Dyffryn School fallout rates

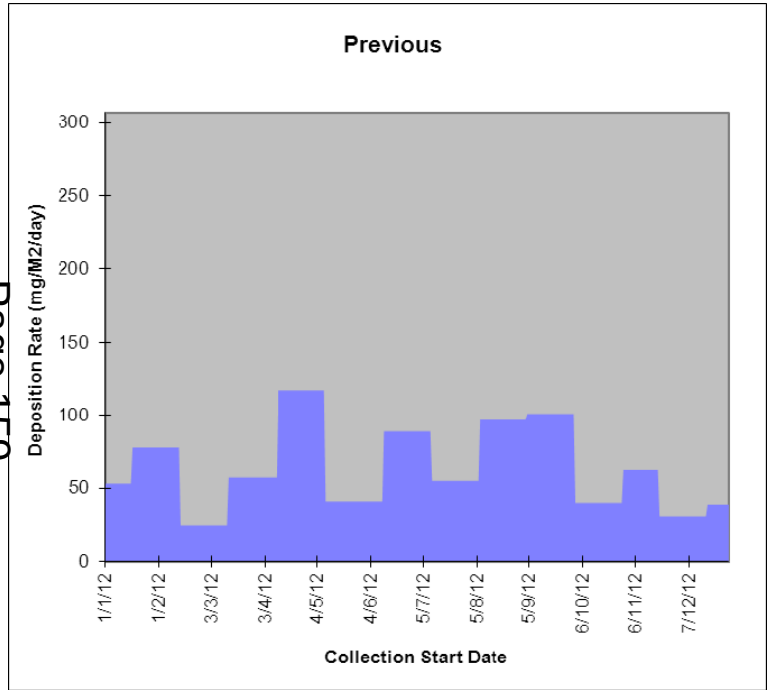
Deposit Gauge Analysis Report

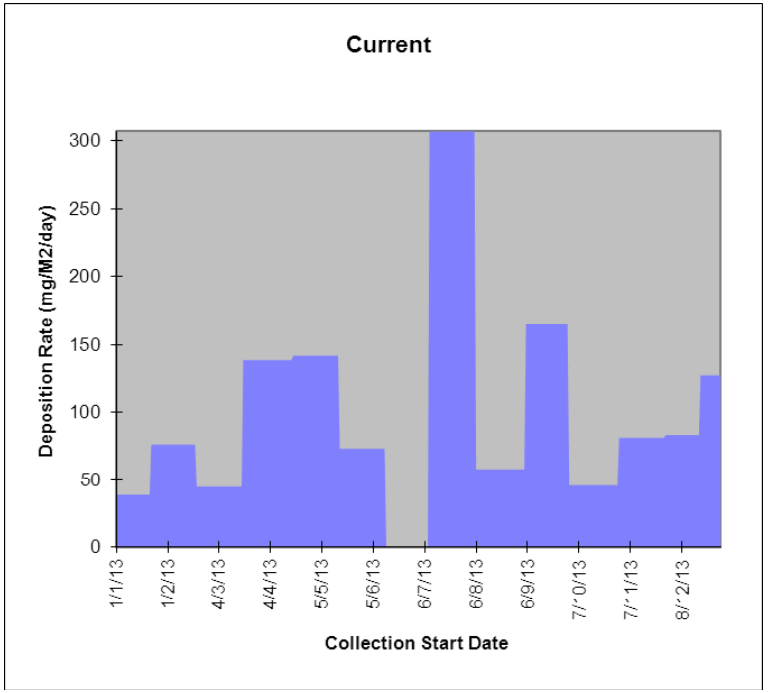
Dyffryn School, Bertha Road, Port Talbot

Comparison of Fallout Rate with Time

Current Period = 01-Jan-13 to 31-Dec-13

Previous Period = 01-Jan-12 to 31-Dec-12





Period	Fallout Level (mg/m2/day)		No. Samples	% Data Capture	200 mg/m2/day 'Nuisance Limit'	
	Average	Maximum			Days within 10% of	Days Exceeding
Current	106	307	12	92.9	0	28
Previous	64	117	13	100.0	0	0
Change	42	Increase 66%				

Figure 2.40 Cwmllynfell pie charts

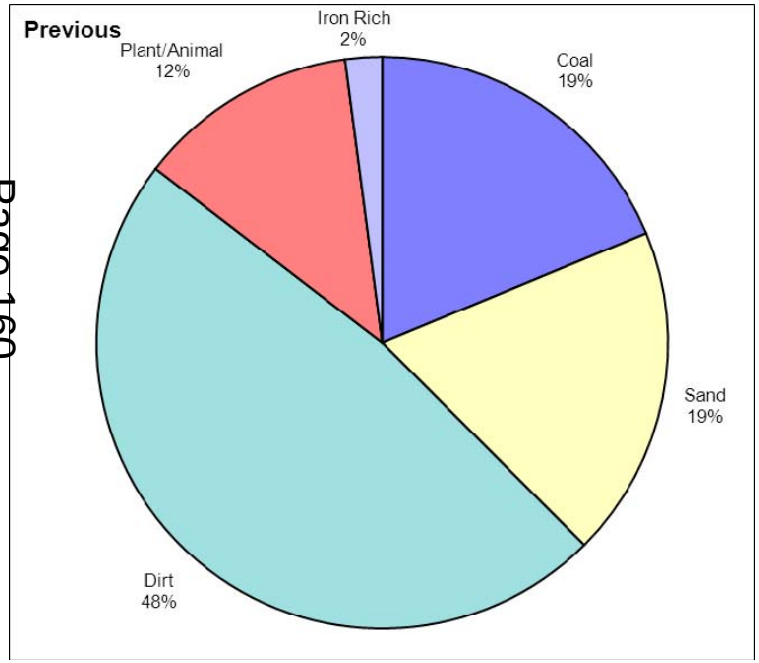
Deposit Gauge Analysis Report

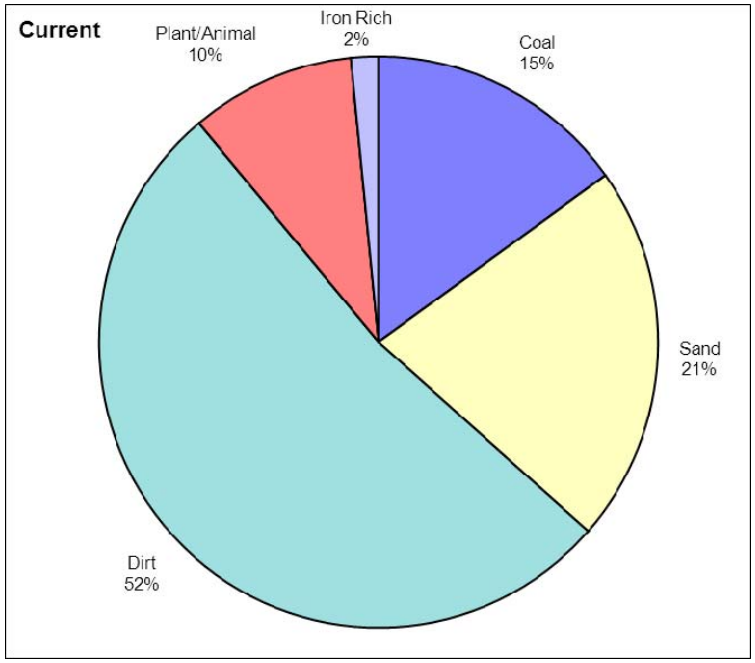
Cwmllynfell

Comparison of Fallout Rate with Time

Current Period = 01-Jan-13 to 31-Dec-13

Previous Period = 01-Jan-12 to 31-Dec-12





Measurement Type	Period	Coal	Carbonised	Sand	Dirt	Fly Ash	Plant/Animal	Calcium Rich	Iron Rich	Others
Av. Deposition Rate (mg/m2/day)	Current	19	0	27	66	0	12	0	2	0
	Previous	9	0	9	23	0	6	0	1	0

Figure 2.41 Cwmllynfell fallout rates

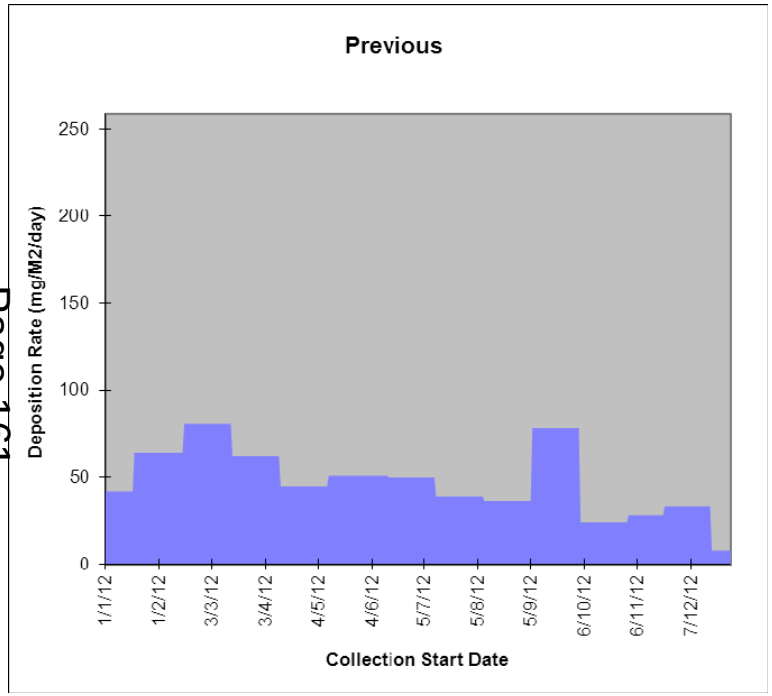
Deposit Gauge Analysis Report

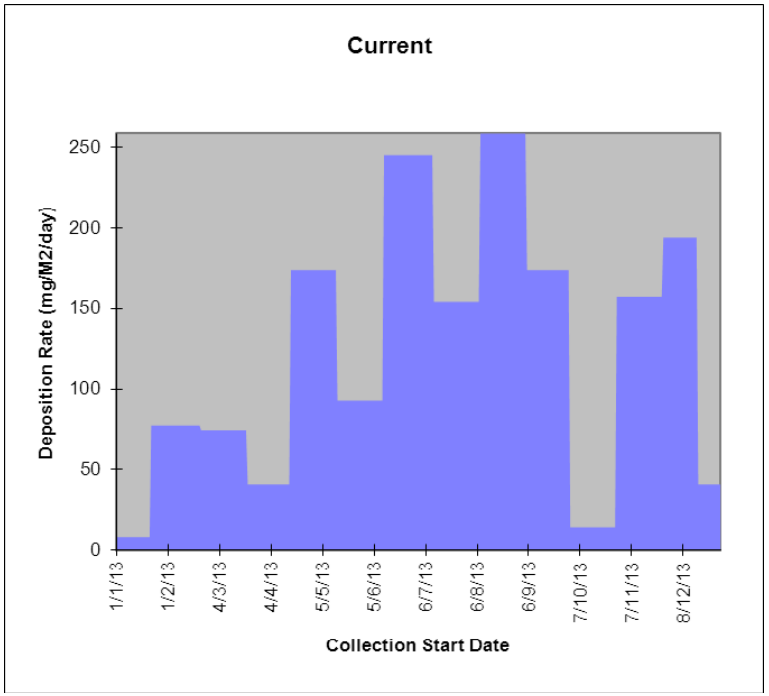
Cwmllynfell

Comparison of Fallout Rate with Time

Current Period = 01-Jan-13 to 31-Dec-13

Previous Period = 01-Jan-12 to 31-Dec-12





Period	Fallout Level (mg/m2/day)		No. Samples	% Data Capture	200 mg/m2/day 'Nuisance Limit'	
	Average	Maximum			Days within 10% of	Days Exceeding
Current	126	259	13	100.0	21	58
Previous	48	81	13	100.0	0	0
Change	78	Increase 163%				

Figure 2.42 Comparison of average fallout rates, 2013

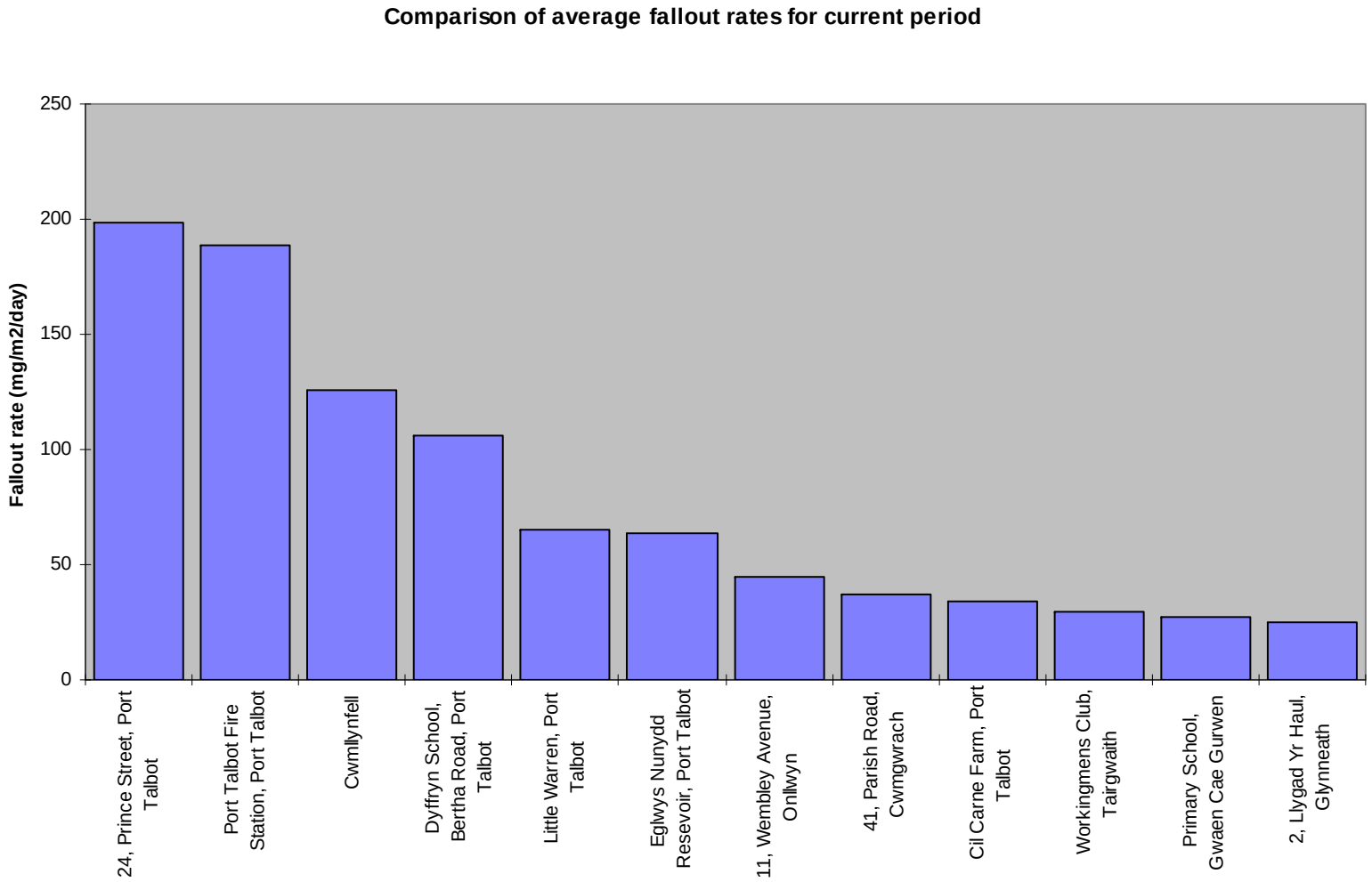


Table 2.15 Sites ranked by average fallout level (mg/m2/day), 2013

Site Name	Fallout Level (mg/m2/day)		200 mg/m2/day 'Nuisance Limit'	
	Average	Maximum	Days within 10% of	Days Exceeding
24, Prince Street, Port Talbot	199	636	0	123
Port Talbot Fire Station, Port Talbot	188	524	34	95
Cwmllynfell	126	259	21	58
Dyffryn School, Bertha Road, Port Talbot	106	307	0	28
Little Warren, Port Talbot	65	178	0	0
Eglwys Nunydd Resevoir, Port Talbot	64	151	0	0
11, Wembley Avenue, Onllwyn	45	84	0	0
41, Parish Road, Cwmgwrach	37	94	0	0
Cil Carne Farm, Port Talbot	34	75	0	0
Workingmens Club, Tairgwaith	30	56	0	0
Primary School, Gwaen Cae Gurwen	28	144	0	0
2, Llygad Yr Haul, Glynneath	25	51	0	0

Figure 2.43 Long term deposition rates

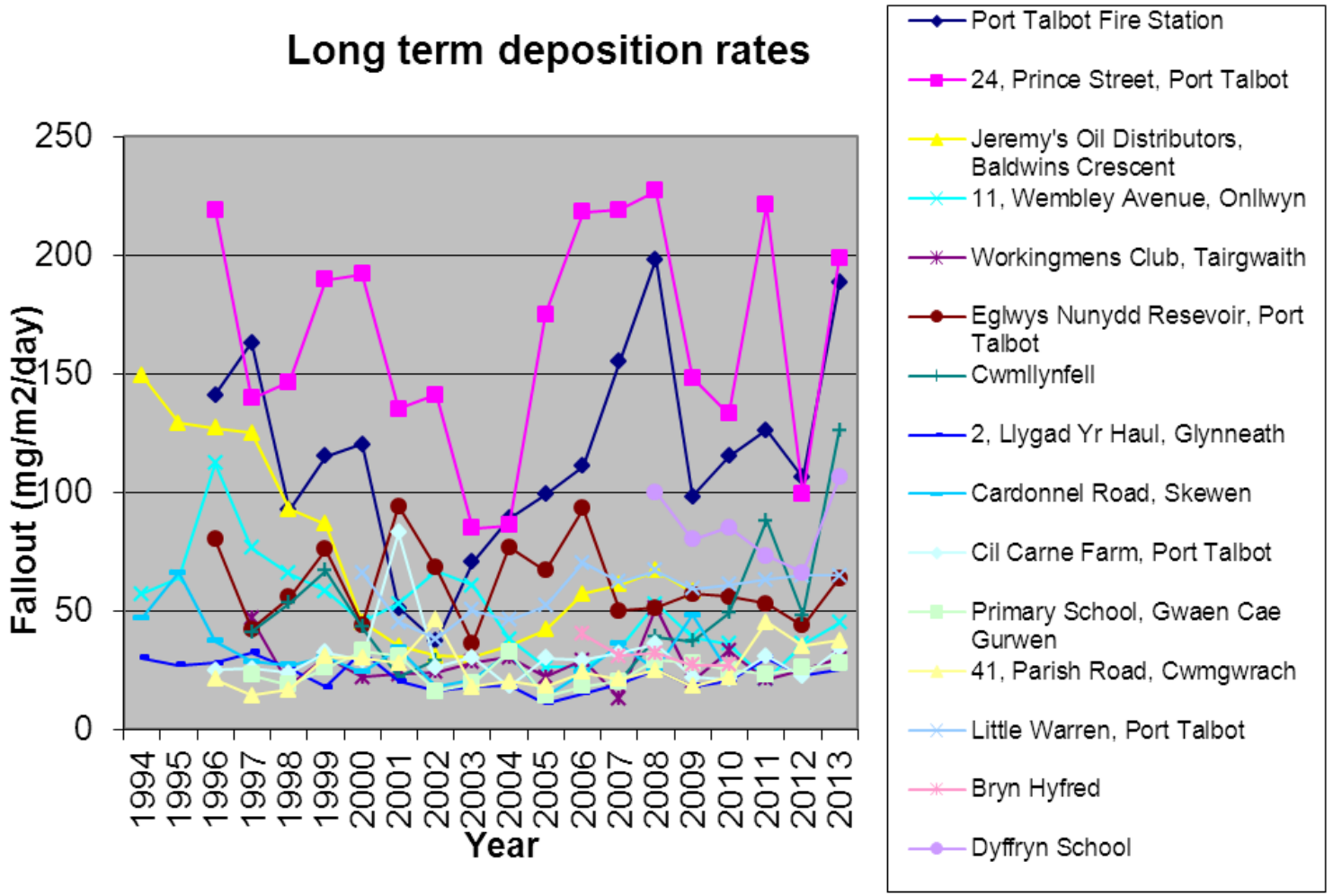


Table 2.16 Long term deposition rates

Site Name	Fallout rate (mg/m2/day)																			
	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013
Port Talbot Fire Station			141	163	92	115	120	51	37	70	89	99	111	155	198	98	115	126	106	188
24, Prince Street, Port Talbot			219	139	146	189	192	135	141	85	86	175	218	219	227	148	133	221	99	199
11, Wembley Avenue, Onllwyn	57	64	112	76	66	58	45	53	67	60	38	26	26	34	53	39	36	21	36	45
Workingmens Club, Tairgwaith				47	18	30	22	23	24	28	30	22	29	13	51	20	33	21	25	30
Eglwys Nunydd, Port Talbot			80	42	55	76	44	94	68	36	77	67	93	50	51	57	56	53	44	64
Cwmllynfell				41	53	67	43	22	29					20	39	37	49	88	48	126
2, Llygad Yr Haul, Glynneath	30	27	28	32	26	18	33	20	16	18	19	11	15	19	25	18	20	30	23	25
Cardonnel Road, Skewen	47	66	37	28	27	30	24	34	18	21	32	14	24	36	25	48	24		24	
Cil Carne Farm, Port Talbot			25	26	24	32	29	83	26	30	18	30	29	32	36	22	21	31	22	34
Primary School, GCG				23	19	26	33	31	16	19	33	14	18	20	29	28	25	23	26	28
41, Parish Road, Cwmgwrach			21	14	17	31	30	28	46	18	20	18	24	21	25	18	22	45	35	37
Little Warren, Port Talbot							66	45	38	50	46	52	70	62	67	59	61	63	65	65
Bryn Hyfred													40	31	32	27	27			
Dyffryn School															100	80	85	73	66	106

2.2.6 Summary of Compliance with AQS Objectives

Neath Port Talbot County Borough Council has examined the results from monitoring PM_{10} at Prince Street, within the AQMA, where the 24-hour mean objective was exceeded. Consequently, the Council **will need to proceed to a Detailed Assessment**, for Prince Street in Port Talbot.

3 New Local Developments

3.1 Road Traffic Sources

There were no new traffic sources of the following types:

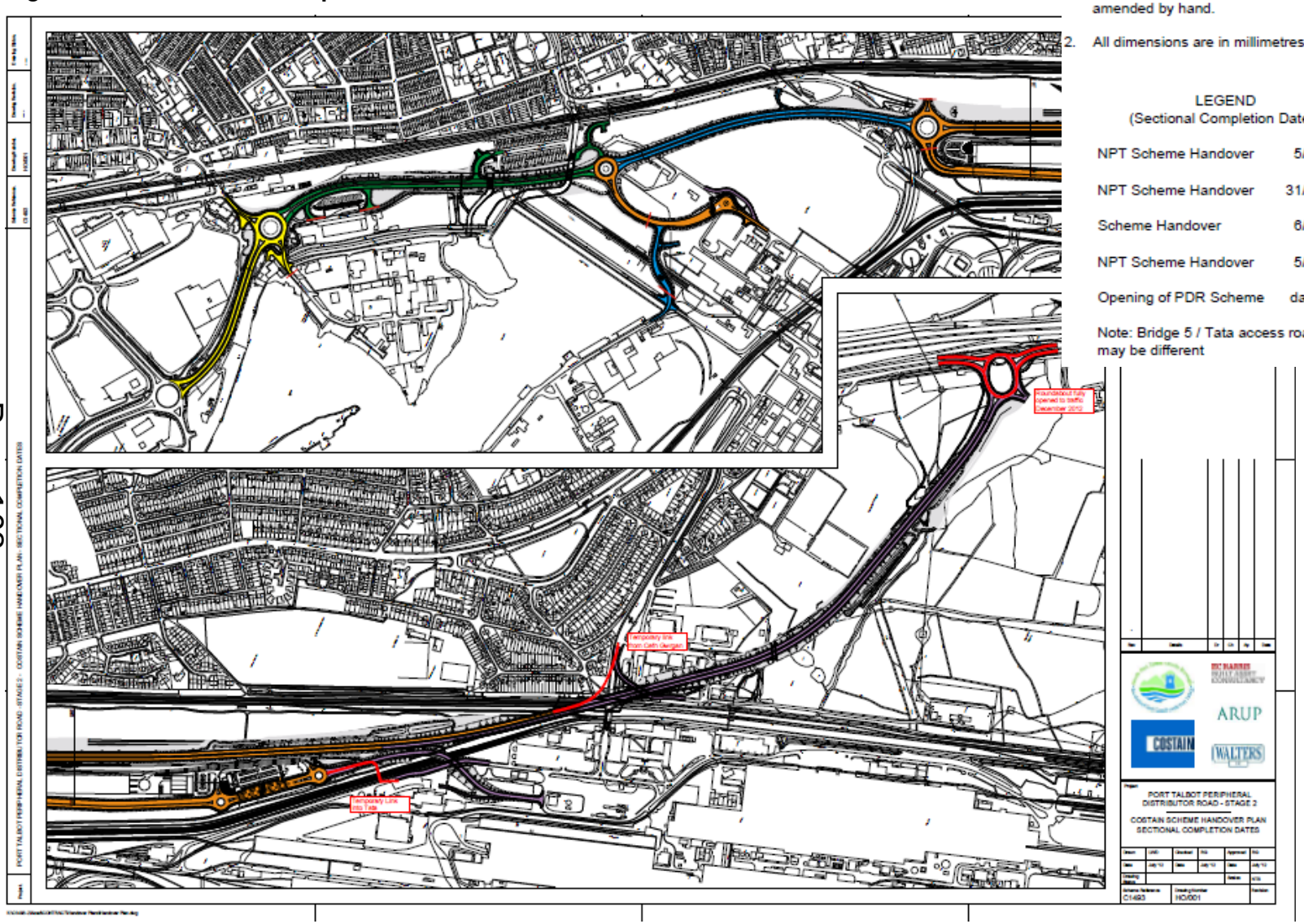
- Narrow congested streets with residential properties close to the kerb.
- Busy streets where people may spend one hour or more close to traffic.
- Roads with a high flow of buses and/or HGVs.
- Junctions.
- Roads with significantly changed traffic flows.
- Bus or coach stations.

There was one instance of the following type of development:

- New roads constructed or proposed since the last Updating and Screening Assessment.

The final sections of the Peripheral Distributor Road (PDR) were opened during 2013.

Figure 3.1 Port Talbot Peripheral Distributor Road



3.2 Other Transport Sources

There were no new sources of pollution of the following types during 2013:

- Airports
- Locations where diesel or steam trains are stationary for more than 15 minutes with nearby relevant exposure.
- Locations with large numbers of diesel movements with relevant exposure within 30m.
- Ports for shipping.

3.3 Industrial Sources

One Part B permit was surrendered during 2013, but no permits were revoked or issued during the year.

Table 3.1 Part B permits surrendered during 2013

Reference	Operator	Process address	Activity permitted
E3/1/112	Energybuild Limited	Nant y Mynydd OCCS Glynneath	Opencast coal site

There were no new Part B permits issued by Swansea Port Health Authority and no new A1 permits were issued by Environment Agency Wales.

There were no new instances of the following types of development:

- **Industrial installations:** new or proposed installations for which an air quality assessment has been carried out.
- **Industrial installations:** existing installations where emissions have increased substantially or new relevant exposure has been introduced.
- **Industrial installations:** new or significantly changed installations with no previous air quality assessment.
- Major fuel storage depots storing petrol.
- Poultry farms.

3.4 Commercial and Domestic Sources

There were no new instances of the following types of development during 2013:

- Biomass combustion plant – individual installations.
- Areas where the combined impact of several biomass combustion sources may be relevant.
- Areas where domestic solid fuel burning may be relevant.

3.5 New Developments with Fugitive or Uncontrolled Sources

There were no new developments with fugitive or uncontrolled sources of the following types:

- Landfill sites.
- Quarries.
- Unmade haulage roads on industrial sites.
- Waste transfer stations, etc.
- Other potential sources of fugitive particulate matter emissions.

Neath Port Talbot County Borough Council has identified the following new or previously unidentified local developments which may impact on air quality in the Local Authority area.

- Sections of the Peripheral Distributor Road in Port Talbot.

These will be taken into consideration in the next Updating and Screening Assessment.

4 Local / Regional Air Quality Strategy

The Council's air quality strategy (AirWise) was first drawn up in 2000 and was subsequently revised in 2006 and 2013. The latest version can be found here:

http://www.npt.gov.uk/default.aspx?page=4045

Progress being taken towards implementation of the strategy is contained within the strategy document.

5 Planning Applications

29 planning applications were referred for comments on grounds of air quality. The majority were considered to have negligible impact. Details regarding other sites are shown below.

Application number P2013/0965 - Hirwaun Power. This application related to the development of a 299 MW gas fired power generation on land at Hirwaun industrial estate. Dispersion modelling was carried out which showed that no air quality objectives were predicted to be breached.

Application number P2013/0212 – Ward Brothers Mining Limited. This application related to the development of an opencast coal site at Fforch Egel near Pen-y-Rhiw. The development will require a Part B permit in order to proceed. None has been received yet.

6 Air Quality Planning Policies

The Council's Local Development Plan (LDP) is still in draft and has not yet been formally adopted. Therefore the relevant sections from the currently adopted Unitary Development Plan (UDP) are attached.

ENV15 – AIR QUALITY

Proposals which would be likely to have an unacceptable adverse effect on air quality, or would expose people to an unacceptable level of air pollution will not be permitted.

8.19.1 Through its control over where different types of development can be located, the UDP can play an important role in helping improve air quality. This is part of a co-ordinated approach including the Authority's and Environment Agency's various roles with regard to regulation under Pollution Prevention and Control.

8.19.2 While concerned to ensure that the area makes its contribution to addressing global air pollution problems, current assessments of air quality, as part of the statutory air quality management process against objectives set for the seven air pollutants allocated for local air pollution control by the Welsh Assembly Government, have confirmed a local problem with particulates (PM_{10}) The Authority declared the Taibach - Margam area as a Local Air Quality Management Area (AQMA) under the 1995 Environment Act. As a result the sources of PM_{10} in this area, including sources of PM_{10} in the surrounding Air Quality Plan Area potentially affecting the AQMA are important concerns in the preparation of the plan and when taking decisions which affect the AQMA.

8.19.3 A significant contribution to the problem (which is defined as the number of occasions when the Assembly Government's Air Quality Objective for PM_{10} is exceeded) has been attributed to processes within the Corus Steel works. It had been anticipated that the rebuilding and upgrading of Blast Furnace No. 5 following an explosion in 2001 would have substantially addressed the problem. Following recommissioning, however, PM_{10} levels have risen above the objective although not to levels as high as previously. As a result the AQMA is likely to remain in force until the objectives are met.

8.19.4 Proposals for new or expanded activities or developments will be resisted on air quality grounds in the following circumstances:

a) Within the Taibach/Margam AQMA or Air Quality Action Plan Area where the activity or development will create significant additional PM_{10} within the AQMA and give rise to significant risk of additional breaches of the Air Quality Objective;
b) Where the development or activity will cause a significant risk that any of the local Air Quality Objectives or Limits Values set by the Assembly Government or established Environmental Bench Marks for other air pollutants will be breached. Any such proposals will be assessed in accordance with the methodology in the Environment Agency HORIZONTAL GUIDANCE NOTE IPPC H1: "Environmental Assessment and Appraisal of BAT" MODULE 3 Quantify Impacts – ISBN 011 3101082.

8.19.5 Where existing businesses or organisations put forward a proposal which would result in a net improvement in emissions, and this would not prejudice the likelihood of emissions in the whole of the AQMA area breaching the national targets, the proposal would be likely to be considered favourably in terms of air pollution considerations.

8.19.6 Where there is the potential for a proposal to have an unacceptable impact on air quality, the developer is likely to be required to prepare a specialist assessment of the impacts of the proposal. This should take into account

any relevant proposals to reduce polluting emissions and any planning permissions and commitments for proposals which would create emissions which would affect the area concerned.

8.19.7 The Authority will assess proposals for new sensitive uses (such as housing) within the area on air quality grounds (see policy ENV 27).

8.19.8 Policies throughout the plan are designed to tackle air quality problems and they include the location and design of developments and new roads, measures to reduce traffic, to increase the recycling of waste, energy efficiency measures and the encouragement of renewable energy.

8.19.9 While improvements in technology will help reduce emissions from industry and road and rail traffic, it is likely that the Assembly Government will introduce more stringent air quality targets. The Authority will carefully monitor the situation and address any need to amend its policies when the UDP is reviewed.

7 Local Transport Plans and Strategies

7.1 Local Transport Plan

Local authorities no longer produce Local Transport Plans, rather they are required to work with neighbouring authorities to produce Regional Transport Plans. Until the end of the 2013/14 financial year, Neath Port Talbot County Borough Council was part of the South West Wales Regional Transport Consortium (SWWITCH), together with Swansea, Carmarthenshire and Pembrokeshire Unitary Authorities. However, this work is now handled by the Swansea Bay City Region Board.

www.swanseabaycityregion.com

Deleted: ¶

8 Implementation of Action Plans

The Air Quality Action Plan was reviewed and updated in 2012. The updated document can be found here http://www.npt.gov.uk/pdf/aqap2012.pdf.

Progress made with the action plan measures during 2013 is shown in the following table.

Table 9.1 Action Plan Progress

No.	Measure	Progress in Last 12 Months
A1	Multi agency interaction	The Data Team has continued to make progress with the items listed in the work programme. Tata has produced investigation reports in response to PM_{10} breach days at the AURN site. Both NPT and NRW have contributed to Short Term Action Plan (STAP) investigations for the AURN site as directed by Welsh Government. In addition, NPT has also contributed to a STAP investigation for the Little Warren site. The AirAware LSB project is continuing with evaluation expected in 2014. The industrial alerts system continues to provide useful and timely warnings of poor air quality for operators and regulators alike. A further public air quality public event was being planned for April 2014.

No.	Measure	Progress in Last 12 Months
A2	Dust reduction programme at Tata site	NRW Served an enforcement notice on Tata in 2013 and this brought forward some of the previously planned dust controls. These changes are described in a table at the end of this section. Other improvements at Tata PT in 2013 include: Yard resurfacing work at the stockyards and blending plant Completion of the enclosure work for the 'reverts' (recycled materials) storage bays Procedural/monitoring or 'soft' improvements have also been made elsewhere. Tata Steel's contractor Harsco Metals has also made the following improvements in 2013: Relocation of materials storage areas closer together to reduce vehicle movements Procedural changes at lancing booths to reduce their emptying frequency and minimise fugitive emissions New pressurised water tank systems to assist with dust suppression
A3	Planning Policies	LDP consultation carried out. Comments currently being considered prior to finalisation.
A4	Tree Planting	Urban Trees Project completed in 2013. Tata site greening proceeding.
A5	Transport infrastructure (PDR)	Project completed and opened to traffic on the 18th October 2013.
A6	Train haulage emissions	There were no complaints about dusty trains in Port Talbot during 2013.
A7	NPT permitting in vicinity of steel works	NPT continues to regulate Civil & Marine Slag Cement in accordance with the permit and BAT.

No.	Measure	Progress in Last 12 Months
A8	Travel Plans	• National Resources Wales (formerly the Environment agency) retained Platinum Status. • The Coed Darcy Business Travel Plan Forum is now set up. • Sandvik Osprey in Neath now has a Travel plan and is at Bronze level. • NPT Homes now has a Travel Plan and is at Bronze level. • Neath Port Talbot Council now has a Travel Plan and is at Bronze level. Work continues with the Neath Port Talbot Hospital site as part of the LHB Travel Plan. Jobcentre Plus and the other Housing associations continue to encourage sustainable travel.
A9	School Travel Plans	A total of 55 schools in the County Borough have travel plans, although this figure did not increase in 2013.
A10	Domestic Bonfires	No change to the information provided by Mid and West Wales Fire Brigade.
A11	Industrial Fires	Natural Resources Wales keeps a list of permitted sites with combustible wastes, which are risk categorised. NRW also investigates illegal sites.
A12	Hill Fires	There is no change to the information provided by Mid and West Wales Fire Brigade during 2013. Talks are made at schools in areas at high risk from arson and information on controlled burning is provided for farmers.
A13	Increased street sweeping	The service is still available, but there has been no cause to call upon it in 2013.
A14	Public and industrial air alerts	The industrial air alerts system is used by approximately 130 subscribers. The public system is being trialled and is in use at present with 190 recipients.

Natural Resources Wales – Steelworks Enforcement Notice Activity Plan

ENFORCEMENT NOTICE ACTIVITY PLAN - (January 2014 Update)

FOCUS AREA	Focus Task	Term	Reason	Update
RAW MATERIALS	1.1. Check compliance with Procedures	Short	Established procedures that have worked in the past.	Compliance checked
	1.2. Audit compliance	Short	Check compliance - identify gaps and improvement.	Report issued - now ongoing process
SINTER PLANT	2.1 Reduce chlorides in reverts	Medium	Improve ESP efficiency - reduce visibility - reduce dioxins	Investigating washing of BF4 flue dust - Hydrocyclone trial undertaking. Success on small scale - investigating full size process
	2.2. Check Stack dust monitor calibration	Short	Raise confidence in dynamic measuring system	Calibrated
	2.3. Check ESP Kpi's	Short	Efficient ESP	Checked
	2.4. Reduce Wind Main Leakage	Long	Efficient ESP	Overhauled in 10day outage
	2.5. Improve cooling bed heat exchange	Long	Temperature transportation compliance - effective use of dust suppression foam	Currently within specification - small engineering team set up to increase cooling bed capability. Engineering plan in place
SINTER TRANSPORTATION	3.1. Review online temperature measuring system	Short	Ensure dust suppression system will be effective	System checked with direct contact probe
	3.2. Nalco to ensure application of foam suppression is correct	Short	Effective dust suppression	Temperatures within range
	3.3. Routine shift inspection of suppression system	Short	Ditto	Twice a shift put in place
STOCK HOUSES	4.1. Improve Dust suppression system	Short	Reduce dust emissions	Completed-improved dosing pumps
	4.2. (a) Install new dust suppression systems & resurface- In Haul Road	Short	Reduce dust emissions	Completed-Yard 6 wheel wash
	4.2. (b) Install new mist suppression system - Screens	Long	Reduce dust emissions	Work ongoing
	4.3. Resolve Cable Issue 716	Short	Maintain bunker levels - reduce dropping from height	Completed
	4.4. Review option of mist suppression bunker level	Medium	Reduce High level dust emission	Pilot system trialled - positive results. Feasibility to review
	4.5. Miscellaneous improvements	Medium	Reduce High level dust emission	Vacuum v brushing; use of jetters
BLAST FURNACE 4	5.1. Reduce dust at cyclone discharge	Short & Medium	Reduce dust emissions	Permanent enclosure in place & pug mill water application improved
	5.2. Improve furnace stability	Long	Reduce safety bleeder openings	Ongoing improvement process
	5.3. Audit cyclone discharge	Short	Identify improvement	Report issued - feedback suggests much improved situation
BLAST FURNACE 5	6.1. Reduce dust at dust catcher discharge	Long	Reduce dust emissions	Audit suggests work to be done
	6.2. Improve furnace stability	Long	Reduce safety bleeder openings	Ongoing improvement process
	6.3. Audit dust catcher discharge	Short	Identify improvement	Report issued - feedback suggests opportunities
	6.4. Review Fume extraction process	Long	Identify improvement	Team to be set up. Original design being reviewed. Extraction checked and working at full capacity
PLATING	7.1. Review procedure against Ijmuiden	Medium	Reduce emissions during plating	Reviewed against IJ knowledge and practices being adopted
	7.2. Audit process	Short	Identify improvement & check compliance	Informally done - need to undertake audit when improvements completed
	7.3. Communicate with HARSCO senior management	Short	Stakeholder engagement	Positive response
ROADS & VEHICLES	8.1. Engage with road sweepers & review focus area	Short	Ensure resources maximises dust reduction	Complete - review periodically
	8.2. Review water bowser capability	Short	Ensure optimum bowser capability to minimise road & slab yard dust levels	Trial of larger bowser in raw materials - increased filling capability at slab yards - successful trial, to be adopted
	8.3. Check site compliance of road haulage procedures	Short	Reduce Speed , improve load sheeting , reduce spillage	Increased focus & communication to lorry drivers to haulers - Management discussions with Harsco & Tarmac
	8.4. Review Betsi transportation	Medium	Low sensitivity - but visible dust levels when dumper leaving Tarmac	To be reviewed

Natural Resources Wales – Steelworks Enforcement Notice Activity Plan contd.

	SAMPLE TESTING	9.1 Analysis of dust	Short	Identify Source	Initial results being validated
		9.2. Improve sample analysis process	Long	Slicker process required for the future	STC / IJ/Harbourside & ourselves in discussion. Capability improved at Harbourside
	COMMUNICATION	10.1. Community meeting	Short	Engagement	Complete
		10.2. SA13	Short	Engagement	Complete
		10.3. Civic Centre presence	Short	Engagement	Wednesday & Thursdays. Complete
		10.4. Media	Medium	Engagement	Monitor
		10.5. NPTC	Short	Engagement	Ongoing liaison
		10.6. Community letter	Short	Engagement	Built into 10. 2. Complete
		10.7. Community Call line	Short	Engagement	In and operational
		10.8. NRW	Short	Engagement	Ongoing process
	General Management	11.1. Create focused Task Team & lead	Short	Immediate action	In and working
		11.2 Review and update Air Quality Policy	Medium	Include organisational changes	Complete issued & PDCA process started
		11.3. Create lead indicators for future monitoring	Long	Sustainable process	Work in progress

9 Conclusions and Proposed Actions

9.1 Conclusions from New Monitoring Data

Continuous monitoring of NO_2 at Port Talbot Fire Station continues to show that results easily comply with air quality objectives, as has always been the case.

Continuous monitoring of NO_2 at Pontardawe Post Office does not show a breach of the air quality objectives. However, results at the frontage as measured by diffusion tubes are significantly higher. But application of a local bias adjustment factor shows that the air quality objective is not breached either at the frontage or at other properties in the vicinity.

Continuous monitoring at the junction of Cimla Road and Victoria Gardens shows that neither the annual averaged Air Quality Objective (40 µg/m3) nor the hourly averaged AQO (200µg/m3) for nitrogen dioxide were exceeded at sites near Victoria Gardens, Neath. Although, a property at 1, Victoria Gardens (39.8 µg/m3) was close to, but did not exceed the annual averaged AQO when NO_2 levels were calculated with the “distance from roads spreadsheet”.

Continuous monitoring of PM_{10} continues to show compliance with the averaged air quality objective. The daily averaged air quality objective was complied with at all sites except Prince Street, which is operated by Natural Resources Wales. The instrument used for these measurements was a TEOM, which was subject to correction via the Volatile Correction Model (VCM). The Council will deploy a new FDMS monitor in 2014 as part of a Detailed Assessment of air quality for PM_{10}.

Measurement of sulphur dioxide and carbon monoxide at Port Talbot Fire station continue to show compliance with air quality objectives.

Levels of $PM_{2.5}$ easily met both the Target and Limit values, which are to be achieved by 2015.

Ozone concentrations breached the recommended air quality objective on 45 occasions over seven days.

Once again, levels of polyaromatic hydrocarbons (PAH) exceeded the air quality objective, but complied with the EU limit value. Levels of PAH appear to be increasing slightly over time.

Lead levels were found to easily comply with the air quality objective as measured at three locations in Pontardawe and one in Port Talbot.

Levels of arsenic and cadmium continue to comply with the EU Target. Levels of nickel comply with EU Target at all sites except Tawe Terrace.

Sites at Port Talbot continue to rank the highest for nuisance dust fallout rates. The Prince Street sampler was ranked highest again and this was one of four sites which recorded results exceeding the 200 mg/m^2/day "nuisance limit". The Prince Street site averaged just under the "nuisance limit" for the year as a whole. 2013 was also a poor year for fallout at the Cwmllynfell site, which is close to an opencast site.

9.2 Conclusions relating to New Local Developments

There is only one new local development that is considered to require consideration in the next Updating and Screening Assessment i.e.

- Sections of the Peripheral Distributor Road in Port Talbot.

However, this is not considered likely to require a Detailed Assessment.

9.3 Other Conclusions

The steelworks Dust Improvement Plan and recent enforcement notice have continued to act as drivers for improvement. However, the breach of the short term air quality objective at Prince Street was surprising and a Detailed Assessment will follow.

The Data Team work programme, breach day investigations and other multi-agency work continues with the aim of identification of pollution sources and potential improvements.

The local air quality strategy ("airWise") was re-issued in November 2013 following consultation. Progress towards implementation is contained within the strategy document.

There were no planning applications received which appear to pose a threat to air quality objectives.

The Local Development Plan is still in draft, but the Unitary Development Plan still contains relevant provisions for the protection of air quality.

9.4 Proposed Actions

Monitoring data at Prince Street carried out by Natural Resources Wales has identified the need for a Detailed Assessment for PM_{10}. This is because of an exceedance of the short term air quality objective.

This Mobile Monitoring Facility (MMF) is located at Prince Street on a temporary basis and will be re-located at some point. The Council has therefore resolved to install a TEOM/FDMS with a facility to monitor both PM_{10} and $PM_{2.5}$.

The Detailed Assessment of nitrogen dioxide at Victoria Gardens shall be submitted at the same time as this report.

The next course of action will be to submit the 2015 Updating and Screening Assessment and conduct a Detailed Assessment of the short term air quality objective for PM_{10} at Prince Street, Port Talbot.

Appendices

Appendix A: QA:QC Data

Diffusion Tube Bias Adjustment Factors

NO_2 diffusion tubes are sourced from Environmental Scientifics Group and are prepared using 50% TEA in acetone. The bias adjustment factor of 0.75 was used for 2013 as derived from the average of three sites where diffusion tubes were co-located with continuous analysers.

Factor from Local Co-location Studies

Diffusion tubes were co-located with continuous analysers at the following locations:

Month	Pontardawe Post Office			Victoria Gardens			Port Talbot Fire Station		
	Cm	Dm	A (Cm/Dm)	Cm	Dm	A (Cm/Dm)	Cm	Dm	A (Cm/Dm)
Jan	33.1	31.1	1.064	47.8	68.2	0.701	23.5	34.8	0.675
Feb	29.6	33	0.897	46.4	61.6	0.753	22.1	31.7	0.697
Mar	30.3	34.8	0.871	43.1	57.4	0.751	16.9	27.5	0.615
Apr	20.9	24.6	0.850	41.5	62.2	0.667	14.4	25.3	0.569
May	16.8	21.1	0.796	33.1	61.2	0.541	12.1	17.9	0.676
Jun	16.4	21.5	0.763	32.7	61.2	0.534	11.3	18.2	0.621
Jul	17.4	19	0.916	38.1	63.4	0.601	14.6	16.3	0.896
Aug	17.8	18.6	0.957	34.7	59.9	0.579	13	18.6	0.699
Sep	21.4	22.8	0.939	36.5	60.9	0.599	15.2	19.4	0.784
Oct	18.9	24.6	0.768	43.7	62	0.705	16.5	26.3	0.627
Nov	27.9	26.1	1.069	52.6	63.6	0.827	24.3	28.4	0.856
Dec	26	27.8	0.935	49.8	65.9	0.756	19.2	32.8	0.585
Year	23	25.4	0.9	41.6	62.3	0.668	16.9	24.8	0.682

PM Monitoring Adjustment

No PM adjustment was required for PM_{10} analysers operated by Neath Port Talbot County Borough Council as FDMS TEOMs were used in all cases. However, data from the TEOM operated by Natural Resources Wales at Prince Street was subject to VCM correction. This correction was carried out by Natural Resources Wales. The data was downloaded from the Welsh Air Quality Forum Website.

Short-term to Long-term Data adjustment

No adjustment was required in respect of continuous analysers or diffusion tubes.

QA/QC of Automatic Monitoring

The AURN site is subject to the quality control procedures of the network. Neath Port Talbot County Borough Council staff act as Local Site Operators, carrying out calibrations on an approximately fortnightly basis. There are regular site audits and validation and ratification are carried out by AURN staff prior to dissemination of the data via www.airquality.co.uk.

All PM_{10} analysers are FDMS/TEOMs with C/B driers. No factors are applied to this data during the collection process. All equipment is covered by service and maintenance contracts with suppliers. These contracts provide for 6 monthly servicing and emergency callouts.

Monitoring stations are covered by a QA/QC contract by Ricardo-AEA which provides for two site audits per year and QA/QC of the data which is polled by R-AEA and disseminated on the Welsh Air Quality Forum website. Data is subject to a similar QA/QC standard as the AURN.

QA/QC of diffusion tube monitoring

Environmental Scientifics Group have been shown to have good performance in respect of recent Wasp scheme analyses. Details of the most recent Wasp results can be viewed at the following Internet location:

http://laqm.defra.gov.uk/documents/LAQM-WASP-Rounds-115-122-(October-2011--September-2013)-NO2-report.pdf

Appendix 3

Suggested Additional Requirements : Ground Contamination

1. Prior to the commencement of work on site a scheme to assess the nature and extent of any contamination on the site, and confirmation of whether or not it originates on the site shall be submitted to and agreed in writing with the Local Planning Authority. The investigation and risk assessment must be undertaken by competent persons in accordance with the following document:- Land Contamination: A Guide for Developers (WLGA, WAG & EAW, July 2006) and shall be submitted as a written report which shall include:

   (i) a survey of the extent, scale and nature of contamination;

   (ii) an assessment of the potential risks to:

   - human health,
   - ground waters and surface waters
   - adjoining land
   - property (existing or proposed) including buildings, crops, livestock, pets, woodland and service lines and pipes,
   - ecological systems,
   - archaeological sites and ancient monuments;

   (iii) an appraisal of remedial options, and proposal of the preferred remedial option(s).

Reason: To ensure that information provided for the assessment of the risks from land contamination to the future users of the land, neighbouring land, controlled waters, property and ecological systems is sufficient to enable a proper assessment.

2. Prior to the commencement of work on site a remediation scheme to bring the site to a condition suitable for the intended use by removing any unacceptable risks to human health, buildings, other property and the natural and historical environment shall be prepared and submitted to and agreed in writing with the Local Planning Authority. The scheme shall include all works to be undertaken, proposed remediation objectives, remediation criteria and site management procedures. The measures proposed within the remediation scheme shall be implemented in accordance with an agreed programme of works.

3. Prior to beneficial use of the proposed development commencing, a verification report which demonstrates the effectiveness of the agreed remediation works carried out in accordance with condition (Please insert the condition number requiring remediation to be carried out) shall be submitted to and agreed in writing with the Local Planning Authority.

4. In the event that contamination is found at any time when carrying out the approved development that was not previously identified, work on site shall cease immediately and shall be reported in writing to the Local Planning Authority. A Desk Study, Site Investigation, Risk Assessment and where necessary a Remediation Strategy must be undertaken in accordance with the following document:- Land Contamination: A Guide for Developers (WLGA, WAG & EAW, July 2006). This document shall be submitted to and agreed in writing with the Local Planning Authority. Prior to occupation of the development, a verification report which demonstrates the effectiveness of the agreed remediation, shall be submitted to and agreed in writing with the Local Planning Authority.

Reason (2, 3 and 4) : To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other off site receptors.

SECTION B – MATTERS FOR INFORMATION

APPEALS RECEIVED

a) Planning Appeals

Appeal Ref: A2014/0011 **Planning Ref:** P2014/0711

PINS Ref: APP/Y6930/A/14/ 2229042

Applicant: Mrs Pauline Tilbrook

Proposal: Variation of condition 1 (to allow a further 5 years for the commencement of development) of Planning Permission P2008/1547 (Approved on the 21/08/09)
* Appeal against condition 7 which requires two windows on the side elevation of No. 161b which serves the bedroom of each flat to be replaced with oriel style windows

Site Address: Land adjacent to 161A New Road, Skewen, Neath, Neath

Start Date: 20 November 2014

Appeal Ref: A2014/0012 **Planning Ref:** P2014/0785

PINS Ref: APP/Y6930/A/14/ 2229635

Applicant: Mrs Susan E Jones

Proposal: Detached residential dwelling (outline with details of access, landscaping and scale to be determined) and new vehicular access and off street parking to serve both No 36 and the application site

Site Address: Land Adjacent To 36 Heol Cae Gurwen, Gwaun Cae Gurwen

Start Date: 5 December 2014

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SECTION B – MATTERS FOR INFORMATION

7. DELEGATED APPLICATIONS DETERMINED BETWEEN 24TH NOVEMBER 2014 AND 5TH JANUARY 2015

1 App No. P2013/0937	Type Outline
Proposal Two detached bungalows (Outline) (Additional information received - Arboricultural Report)	
Location Land Adjacent to, 26 Waungron, Glynneath, Neath, SA11 5AS	
Decision Approval with Conditions	
Ward Glynneath	

2 App No. P2013/1053	Type Householder
Proposal Retention of works to existing garage comprising of increase in height of walls and replacement of pitched roof with flat roof	
Location 4 High Street, Alltwen, Pontardawe, Swansea, SA8 3BT	
Decision Approval with Conditions	
Ward Alltwen	

3 App No. P2014/0178	Type Full Plans
Proposal One Detached Dwelling (Ground Gas Investigation received 17.10.14)	
Location Land adjacent to, 262 Graig Road, Godre'r Graig, Swansea, SA9 2NZ	
Decision Approval with Conditions	
Ward Godre'rgraig	

4 App No. P2014/0286	Type App under TPO
Proposal Felling of 11 oak, 1 larch, 1 scots pine and 2 sycamore trees covered by Tree Preserservation Order T34/W1.	
Location Swiss Cottage, Longford Road, Longford, Neath, SA10 7AJ	
Decision Approval with Conditions	
Ward Dyffryn	

5 App No. P2014/0352	Type Advertisement
Proposal External advertisements including internally illuminated fascia sign, internally illuminated projecting sign, 2 non illuminated welcome signs and ATM surround (Advertisement Consent)	
Location 35 Green Street, Neath, SA11 1DB	
Decision Approval with Conditions	

Ward	Neath North

6 App No. P2014/0445	Type Full Plans
Proposal Retention of use of site for haulage yard (sui generis) and two storey demountable office unit, single storey demountable toilet block, above ground diesel storage tank and storage container unit and associated car parking.	
Location Land Adjacent To, Unit 15, Baglan Industrial Park, Aberavon Road, Port Talbot, SA12 7DJ	
Decision Approval with Conditions	
Ward Aberavon	

7 App No. P2014/0601	Type Change of Use
Proposal Retention of fish and chip, kebab and pizza takeaway (Class A3) plus installation of new flues.	
Location 93 Dalton Road, Sandfields, Port Talbot, SA12 6TT	
Decision Approval with Conditions	
Ward Sandfields East	

8 App No. P2014/0641	Type Advertisement
Proposal Externally illuminated two fascia signs and illuminated ATM surround	
Location Unit 4 Former Royal Building, Talbot Road, Port Talbot, SA13 1DN	
Decision Advert Approved with Std Cond	
Ward Port Talbot	

9 App No. P2014/0712	Type Outline
Proposal Two detached residential dwellings with details of access (All other matters reserved)	
Location 26 Graig Road, Pontardawe, Swansea, SA8 3DA	
Decision Approval with Conditions	
Ward Alltwen	

10 App No. P2014/0719	Type Vary Condition
Proposal Removal of Condition 5 (Restricting occupancy of an individual to 8 weeks within any 12 month period) of Planning Permission P2004/0075 granted on 18/05/04 to allow for occupation by permanent tenants as affordable housing.	
Location Land Part Of Oakfield House, Heol Y Glo, Bryndu Pyle, Bridgend, CF33 6RA	
Decision Refusal	

Ward	Margam

11 App No. P2014/0754	Type Householder
Proposal	Detached Double Garage
Location	42 Wern Road, Ystalyfera, Swansea, SA9 2LY
Decision	Approval with Conditions
Ward	Ystalyfera

12 App No. P2014/0812	Type Householder
Proposal	Canopy and porch to front elevation, single storey rear and side extension plus raised decking area.
Location	14 Bryn Road, Neath, SA11 1UE
Decision	Approval with Conditions
Ward	Neath South

13 App No. P2014/0815	Type Full Plans
Proposal	Detached split level dwelling, and associated car parking.
Location	Land Adjacent To, 12 Cilmaengwyn Road, Cilmaengwyn, Pontardawe, Swansea, SA8 4QL
Decision	Approval with Conditions
Ward	Godre'rgraig

14 App No. P2014/0847	Type Full Plans
Proposal	Construction of a soakaway in association with a dwellinghouse (Approved under Planning Permission P2011/0542)
Location	52 Gwyn Street, Pontardawe, Swansea, SA8 3AN
Decision	Approval with Conditions
Ward	Alltwen

15 App No. P2014/0856	Type Full Plans
Proposal	Demolition of existing garage and construction of a detached garage for domestic use
Location	Land To The Rear Of, 17 & 18 Heol Taliesin, Cwmavon, Port Talbot, SA12 9ER
Decision	Approval with Conditions
Ward	Bryn & Cwmavon

16 App No. P2014/0866	Type Vary Condition
Proposal	Removal of condition 2 (signed contract for repair works to servants quarters) of application P2011/0957 granted on the 02/08/12.
Location	Land At Rheola Park, Glynneath Road, Glynneath, Neath
Decision	Approval with Conditions

Ward	Glynneath

17 App No. P2014/0893	Type Householder
Proposal	Single storey front extension
Location	11 Laburnum Avenue, Baglan, Port Talbot, SA12 8PB
Decision	Approval with Conditions
Ward	Baglan

18 App No. P2014/0912	Type Change of Use
Proposal	Demolition of existing building and change of use of land to facilitate public realm improvements and creation of footway
Location	Land adjacent to, Roman Road, Banwen, Neath
Decision	Approval with Conditions
Ward	Onllwyn

19 App No. P2014/0914	Type Householder
Proposal	First floor rear extension plus first floor window to side elevation
Location	31 Twynrefail Place, Gwaun Cae Gurwen, Ammanford, SA18 1HY
Decision	Approval with Conditions
Ward	Gwaun-Cae-Gurwe

20 App No. P2014/0918	Type Householder
Proposal	Two outbuildings in rear garden for use as games room, and workshop.
Location	79 Rhiw Road, Rhiwfawr, Swansea, SA9 2RE
Decision	Approval with Conditions
Ward	Cwmllynfell

21 App No. P2014/0920	Type Discharge of Cond.
Proposal	Details pursuant to the discharge of Condition 8 (scheme for treatment and removal of suspended solids from surface water run-off) of Planning Permission P2008/1409 (Granted on Appeal Ref: APP/Y6930/A/10/2135473)and application P2014/0705 approved on 20/8/2014
Location	Longlands Lane, Margam, Port Talbot, SA13 2SU
Decision	Approval with no Conditions
Ward	Margam

22 App No. P2014/0923	Type Full Plans
Proposal Detached two storey dwelling (Outline with all matters reserved)	
Location 106 Graig Road, Godre'r Graig, Swansea, SA9 2NX	
Decision Approval with Conditions	
Ward Godre'rgraig	

23 App No. P2014/0933	Type Householder
Proposal Three storey rear extension plus windows to side elevation at 1st and 2nd Floor.	
Location 110 Lewis Road, Neath, SA11 1DQ	
Decision Approval with Conditions	
Ward Neath South	

24 App No. P2014/0942	Type Full Plans
Proposal Two storey detached dwelling (Change of house type from that previously approved under Planning Permission P2012/0171 approved on the 04/10/13)	
Location Plot 4,, Site Off, Crymlyn Road, Skewen, Neath, SA10 6DT	
Decision Approval with Conditions	
Ward Coedffranc West	

25 App No. P2014/0944	Type Discharge of Cond.
Proposal Details pursuant to Condition 24 (Landscaping) of Planning Permission P2014/0466 (Approved on the 20/08/14)	
Location Former Star Inn, Pen Y Dre, Neath, SA11 3HF	
Decision Approval with no Conditions	
Ward Neath North	

26 App No. P2014/0945	Type Householder
Proposal Two storey side extension, portico, demolition of existing garage and construction of new detached double garage with first floor storage plus detached solarium outbuilding.	
Location 10 Uplands Road, Pontardawe, Swansea, SA8 4AH	
Decision Approval with Conditions	
Ward Pontardawe	

27 App No. P2014/0946	Type Householder
Proposal Single storey rear extension.	
Location 30 Heol Cae Gurwen, Gwaun Cae Gurwen, Ammanford, SA18 1HG	
Decision Approval with Conditions	
Ward Gwaun-Cae-Gurwen	

28 App No. P2014/0964	Type Householder
Proposal Entrance porch to No's 10 & 11.	
Location 10 and 11 Wembley, Neath, SA11 2AT	
Decision Approval with Conditions	
Ward Neath East	

29 App No. P2014/0971	Type Householder
Proposal Demolition of existing extension, and construction of single storey rear extension.	
Location 19 Main Road, Bryncoch, Neath, SA10 7PD	
Decision Approval with Conditions	
Ward Bryncoch North	

30 App No. P2014/0972	Type Change of Use
Proposal Change of use of dwelling house into two self contained flats, with changes to existing windows, and insertion of a roof light and additional windows, plus re-surfacing of existing car parking area.	
Location 45 Burrows Road, Skewen, Neath, SA10 6AE	
Decision Approval with Conditions	
Ward Coedffranc Central	

31 App No. P2014/0982	Type Householder
Proposal Detached outbuilding	
Location 10 Park Street, Glyncorrwg, Port Talbot, SA13 3DS	
Decision Approval with Conditions	
Ward Glyncorrwg	

32 App No. P2014/0983	Type Householder
Proposal Detached double garage	
Location 7 Pentwyn Drive, Baglan, Port Talbot, SA12 8EF	
Decision Approval with Conditions	
Ward Baglan	

33 App No. P2014/0988	Type Discharge of Cond.
Proposal Details to be agreed in association with condition 15 (landscaping scheme) of application P2014/0046 granted on 23/06/14.	
Location Land At Green Park Industrial Estate, Green Park Street, Aberavon, Port Talbot, SA12 6LD	
Decision Approval with no Conditions	
Ward Aberavon	

34 App No. P2014/0989	Type Householder
Proposal Single storey side extension plus raised ramp access and handrails.	
Location 18 Jenkins Road, Neath, SA11 1UP	
Decision Approval with Conditions	
Ward Neath South	

35 App No. P2014/0997	Type Discharge of Cond.
Proposal Details pursuant to conditions 7 (Drainage), 8 (contamination), 9 (levels), 10 (means of enclosure) and 14 (Bat report) of Outline Planning Permission P2006/1670 (Approved on the 19/11/2007)	
Location Land Adjacent To Nos 10 & 12, Bro Nant Fer, Gwaun Cae Gurwen, Ammanford	
Decision Approval with no Conditions	
Ward Gwaun-Cae-Gurwen	

36 App No. P2014/0998	Type Householder
Proposal Bow window to front elevation.	
Location 3 Hill View, Jersey Marine, Neath, SA10 6JG	
Decision Approval with Conditions	
Ward Coedffranc West	

37 App No. P2014/1065	Type Householder
Proposal Single storey rear extension	
Location 28 Penbryn Road, Skewen, Neath, SA10 6US	
Decision Approval with Conditions	
Ward Coedffranc Central	

38 App No. P2014/1068	Type Non Material Amendment (S96A)
Proposal Application for Non-Material Amendment to remove Conditions 2, 3 and 4 (CODE for Sustainable Homes) of Planning Permission P2012/0366 granted on 20/09/12.	
Location 24 Ochr Y Waun Road, Cwmllynfell, Swansea, SA9 2GA	
Decision Approval with no Conditions	
Ward Cwmllynfell	

39 App No. P2014/1069	Type Householder
Proposal Two storey rear extension	
Location 25 Park Drive, Lonlas, Neath, SA10 6SF	
Decision Approval with Conditions	
Ward Coedffranc North	

40 App No. P2014/1001	Type Householder
Proposal Formation of new vehicle access and driveway	
Location 4 Main Road, Aberdulais, Neath, SA10 8HG	
Decision Refusal	
Ward Aberdulais	

41 App No. P2014/1011	Type Householder
Proposal Two-storey side extension.	
Location 7 Maes Y Ceffyl, Cwmgwrach, Neath, SA11 5PJ	
Decision Approval with Conditions	
Ward Blaengwrach	

42 App No. P2014/1012	Type Discharge of Cond.
Proposal Details to be agreed in association with Condition 9 (Construction Management Plan) of Planning Permission P2013/1043 granted on 13/06/14.	
Location Ty Afan Secondary Centre, Aberavon, Port Talbot, SA12 6DX	
Decision Approval with no Conditions	
Ward Aberavon	

43 App No. P2014/1016	Type LawfulDev.Cert-Exist
Proposal Lawful development certificate for an existing single storey rear conservatory plus the insertion of a roof light to facilitate loft conversion.	
Location 86 Heol Y Llwynau, Trebanos Pontardawe, Swansea, SA8 4DD	
Decision Issue Lawful Dev.Cert.	
Ward Trebanos	

44 App No. P2014/1017	Type Householder
Proposal First floor side extension.	
Location 17 Neuadd Road, Gwaun Cae Gurwen, Ammanford, SA18 1UG	
Decision Approval with Conditions	
Ward Gwaun-Cae-Gurwen	

45 App No. P2014/1027	Type Screening Opinion
Proposal Request for screening opinion in accordance within Regulation 5 of the Environmental Impact Assessment Regulations for construction of a solar farm (9MW) with associated transfer unit and sub-station.	
Location Ton Y Gil Fach Farm, Gilfach, Glynneath, Neath, SA11 5UD	
Decision EIA Not Required	
Ward Glynneath	

46 App No. P2014/1028	Type App under TPO
Proposal Works to two Beech trees (T1 and T2 - canopy reductions) and one Birch tree (T3 - remove to ground level) covered by Tree Preservation Order T314/W7	
Location 9 Llys Y Ddraenog, Margam, Port Talbot, SA13 2TQ	
Decision Approval with Conditions	
Ward Margam	

47 App No. P2014/1031	Type Householder
Proposal Retention and completion of single storey rear extension	
Location 59 Sitwell Way, Sandfields, Port Talbot, SA12 6BH	
Decision Approved with 5yr expiry only	
Ward Sandfields East	

48 App No. P2014/1033	Type Section 37 Elec Act
Proposal Notification under Electricity Act 1989: Overhead Lines (Exemption) (England and Wales) Regulation 2009 for the attachment of a sealing end platform to Tower F24 on the Pyle/Margam 132kV overhead line to facilitate the laying of an underground cable to Western Log Biomass Sub-station.	
Location Land East Of Biomass Plant, Longland Lane, Margam, Port Talbot, SA13 2NR	
Decision No Objections	
Ward Margam	

49 App No. P2014/1035	Type Change of Use
Proposal Change of use of vacant land to garden in association with 18 Conduit Place, plus formation of a car parking space.	
Location Land Adjacent To, 18 Conduit Place, Taibach, Port Talbot, SA13 2TT	
Decision Approval with Conditions	
Ward Taibach	

50 App No. P2014/1047	Type Discharge of Cond.
Proposal Details pursuant to Condition 17 (Means of Enclosure) of Planning Permission P2014/0409 (Approved on the 23/09/14)	
Location Groves Road, Neath	
Decision Approval with no Conditions	
Ward Neath South	

51 App No. P2014/1049	Type PriorNotif.Tele(New)
Proposal Prior approval for the installation of 1 No. Openreach Broadband Cabinet. (PCP003v2)	
Location Alfred Street, Neath	
Decision Prior Approval Not Required	
Ward Neath North	

52 App No. P2014/1051	Type Discharge of Cond.
Proposal Details pursuant to condition 6 (Landscaping) of Planning Permission P2014/322 (Approved on the 04/07/14)	
Location Kings Dock Building, Fabian Way, Crymlyn Burrows, Swansea	
Decision Approval with no Conditions	
Ward Coedffranc West	

53 App No. P2014/1052	Type Discharge of Cond.
Proposal Details pursuant to condition 8 (footpath link) of Planning Permission P2014/322 (Approved on the 04/07/14)	
Location Kings Dock Building, Fabian Way, Crymlyn Burrows, Swansea	
Decision Approval with no Conditions	
Ward Coedffranc West	

54 App No. P2014/1054	Type Householder
Proposal Single-storey rear extension.	
Location 38 Julian Terrace, Aberavon, Port Talbot, SA12 6UG	
Decision Approval with Conditions	
Ward Aberavon	

55 App No. P2014/1059	Type Householder
Proposal Single-storey rear extension.	
Location 16 Westernmoor Road, Neath, SA11 1BQ	
Decision Approval with Conditions	
Ward Neath South	

56 App No. P2014/1061	Type Householder
Proposal Single-storey rear extension.	
Location 44 Ynys Cadwyn, Glynneath, Neath, SA11 5HN	
Decision Approval with Conditions	
Ward Glynneath	

57 App No. P2014/1062	Type Non Material Amendment (S96A)
Proposal Non-material amendment to Planning permission P2013/904 - increase in height of plant room.	
Location Land adjacent to Reel Cinema (including Bowling Alley Shell), The Princess Margaret Way, Aberafan Seafront, Port Talbot, SA12 6QP	
Decision Approval with no Conditions	
Ward Sandfields East	

58 App No. P2014/1080	Type Householder
Proposal Single storey side/rear extension	
Location 60 Dalton Road, Sandfields, Port Talbot, SA12 6SW	
Decision Approval with Conditions	
Ward Sandfields East	

59 App No. P2014/1089	Type LawfulDev.Cert-Prop.
Proposal Certificate of Lawful Development (Proposed) for a single-storey rear extension.	
Location 7 Beechwood Road, Margam, Port Talbot, SA13 2AD	
Decision Issue Lawful Dev.Cert.	
Ward Margam	

60 App No. P2014/1095	Type Discharge of Cond.
Proposal Details to be agreed in association with Condition 37 (Addendum to Flood Consequences Assessment) of Planning Permission P2014/0501 granted on 02/10/14.	
Location Land At Western Avenue Playing Fields, Seaway Parade, Sandfields, Port Talbot, SA12 7BL	
Decision Approval with Conditions	
Ward Baglan	

61 App No. P2014/1100	Type Householder
Proposal Replacement garage door with window to facilitate a garage conversion	
Location 20 Cae Copor, Cwmavon, Port Talbot, SA12 9BX	
Decision Approval with Conditions	
Ward Bryn & Cwmavon	

62 App No. P2014/1103	Type Householder
Proposal Replacement rear conservatory	
Location 19 Sycamore Court, Baglan, Port Talbot, SA12 8PY	
Decision Approval with Conditions	
Ward Baglan	

63 App No. P2014/1105	Type LawfulDev.Cert-Prop.
Proposal Lawful development certificate for a proposed single storey rear extension.	
Location 20 Sycamore Avenue, Cimla, Neath, SA11 3NT	
Decision Issue Lawful Dev.Cert.	
Ward Neath South	

64 App No. P2014/1110	Type Non Material Amendment (S96A)
Proposal Alteration to the size and location of front roof light windows.	
Location 126 Maes Ty Canol, Baglan, Port Talbot, SA12 8US	
Decision Approval with no Conditions	
Ward Baglan	

65 App No. P2014/1113	Type Non Material Amendment (S96A)
Proposal Non-material amendment to Planning Permission P2013/1042 (Approved on the 05/03/2014) to amend the details approved under condition 5 to allow for the change to the external cladding to treated redwood. Amended car parking layout and surfacing approved under Condition 10(drawing No. 3315-47-002A), the provision of a vegetable store, and the removal of Conditions 2,3 & 4 relating to Breeam.	
Location Caewern House, Dwr Y Felin Road, Caewern, Neath	
Decision Approval with Conditions	
Ward Bryncoch South	

66 App No. P2014/1115	Type Neigh.Auth/Nat.Park
Proposal Single wind turbine with maximum height to tip of 67m with associated infrastructure including access track and electrical housing (Consultation from Rhondda Cynon Taf CBC).	
Location Land At Cefn Farm, Mount Road, Rhigos, Aberdare, CF44 9YS	
Decision No Objections	
Ward Outside Borough	

67 App No. P2014/1116	Type LawfulDev.Cert-Prop.
Proposal Single storey side/rear extension (Certificate of Lawful Development Proposed)	
Location 36 Ynys Fawr Avenue, Resolven, Neath, SA11 4LT	
Decision Issue Lawful Dev.Cert.	
Ward Resolven	

68 App No. P2014/1119	Type LawfulDev.Cert-Prop.
Proposal Lawful development certificate for a single storey rear extension (proposed)	
Location 34 Bryndulais Avenue, Seven Sisters, Neath, SA10 9EH	
Decision Not to Issue Lawful Dev.Cert.	
Ward Seven Sisters	

69 App No. P2014/1132	Type Discharge of Cond.
Proposal Details to be agreed in association with Conditions 8 (Revised Bat Mitigation Statement), 13 (External Lighting) and 14 (Landscaping around Bat Mitigation House) of Planning Permission P2013/0448 granted on 03/02/14.	
Location Glynfelin House, Lane From Longford Road To Taillwyd Road, Longford, Neath, SA10 7AX	
Decision Approval with no Conditions	
Ward Dyffryn	

70 App No. P2014/1139	Type Discharge of Cond.
Proposal Details to be agreed in association with condition 6 (external materials) of planning application P2014/0233 granted on 18.11.2014.	
Location 33 Parish Road, Blaengwrach, Neath, SA11 5SW	
Decision Approval with no Conditions	
Ward Blaengwrach	

71 App No. P2014/1143	Type LawfulDev.Cert-Prop.
Proposal Certificate of Lawful Development (Proposed) for a portable composting toilet.	
Location Cwmavon Allotments, Heol Undeb, Cwmavon, Port Talbot	
Decision Issue Lawful Dev.Cert.	
Ward Bryn & Cwmavon	

72 App No. P2014/1150	Type Prior Notif.Eccl.
Proposal Consultation from Llandaff Diocese regarding works to refurbish pipe organ.	
Location St Catherines Church, St Illtyds Drive, Baglan, Port Talbot	
Decision No Objections	
Ward Baglan	

73 App No. P2014/1156	Type Discharge of Cond.
Proposal Details to be agreed in association with Condition 11 (Archaeological Watching Brief Report) of application P2013/0300 granted on 10/12/13.	
Location Land at, Newlands Farm, Margam, Port Talbot	
Decision Approval with no Conditions	
Ward Margam	

74 App No. P2014/1164	Type Discharge of Cond.
Proposal Details to be agreed in association with condition 20 (Design Stage Code for Sustainable Homes Assessment) of application P2014/0046 granted on 23/06/14.	
Location Land At Green Park Industrial Estate, Green Park Street, Aberavon, Port Talbot, SA12 6LD	
Decision Approval with no Conditions	
Ward Aberavon	

75 App No. P2014/1168	Type Discharge of Cond.
Proposal Detail to be agreed in association with condition 14 (proposed landscaping scheme) of application P2013/1087 granted on 01/10/14.	
Location Tyle'r Fedwen Farm, Tyle'r Fedwen Farm Access Road, Cwmavon, Port Talbot, SA12 9YA	
Decision Approval with no Conditions	
Ward Bryn & Cwmavon	

76 App No. P2014/1170	Type LawfulDev.Cert-Prop.
Proposal Certificate of Lawfulness (proposed) for a single storey rear extension	
Location 5 Heol Undeb, Cwmavon, Port Talbot, SA12 9DN	
Decision Issue Lawful Dev.Cert.	
Ward Bryn & Cwmavon	

77 App No. P2014/1195	Type Discharge of Cond.
Proposal Details to be agreed in association with condition 4 (Design Stage certificates for Code for Sustainable Homes) of application P2013/1043 granted on 13/06/14.	
Location Ty Afan Secondary Centre, Aberavon, Port Talbot, SA12 6DX	
Decision Approval with no Conditions	
Ward Aberavon	