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# port talbot

## Harbourside & Town Centre

### Development Framework SPG



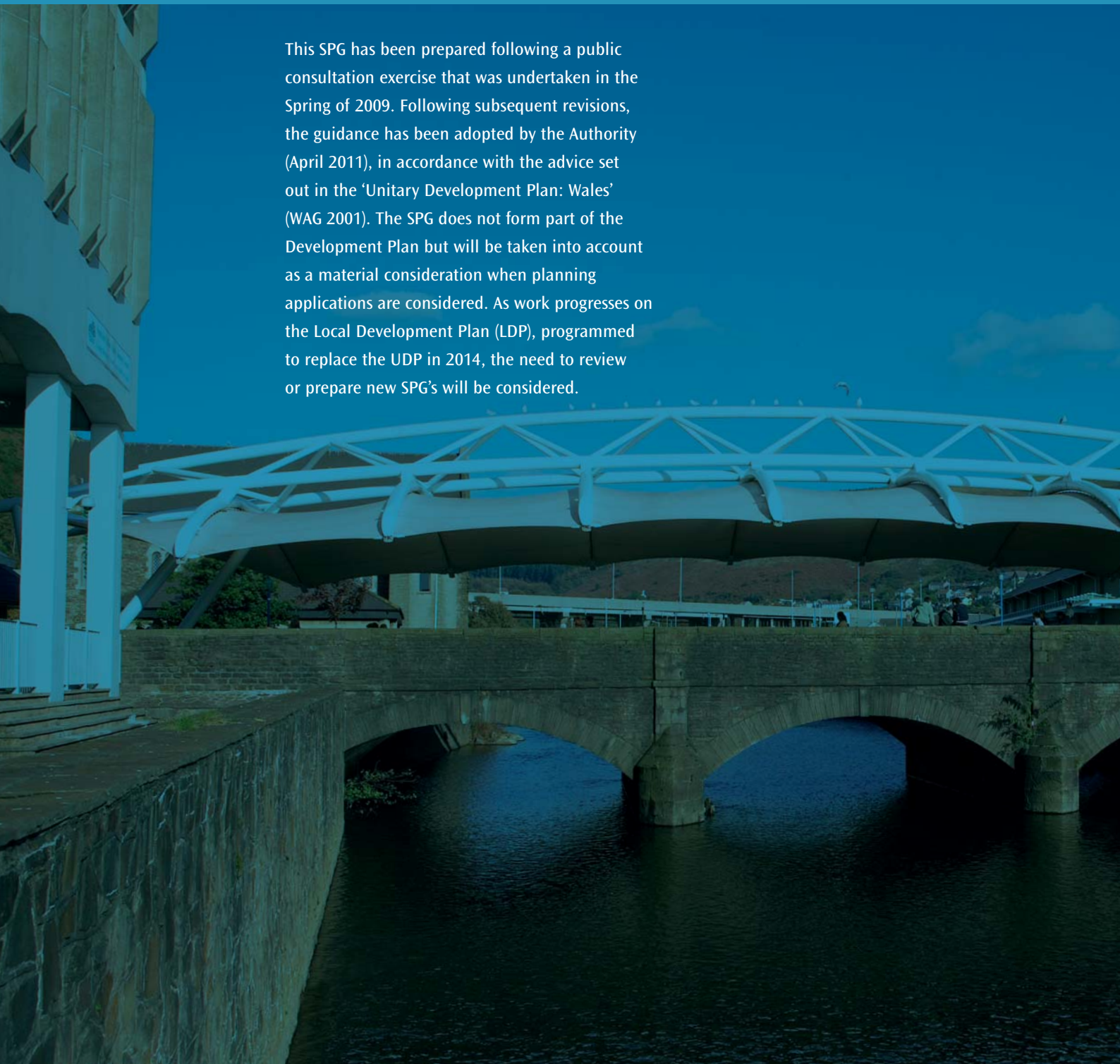
Neath Port Talbot  
Castell-nedd Port Talbot  
County Borough Council Cyngor Bwrdeistref Sirol

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.



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Development Framework Plan

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Role of the Unitary Development Plan (UDP) and Explanation of Supplementary Planning Guidance (SPG)

# 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 necessitate 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

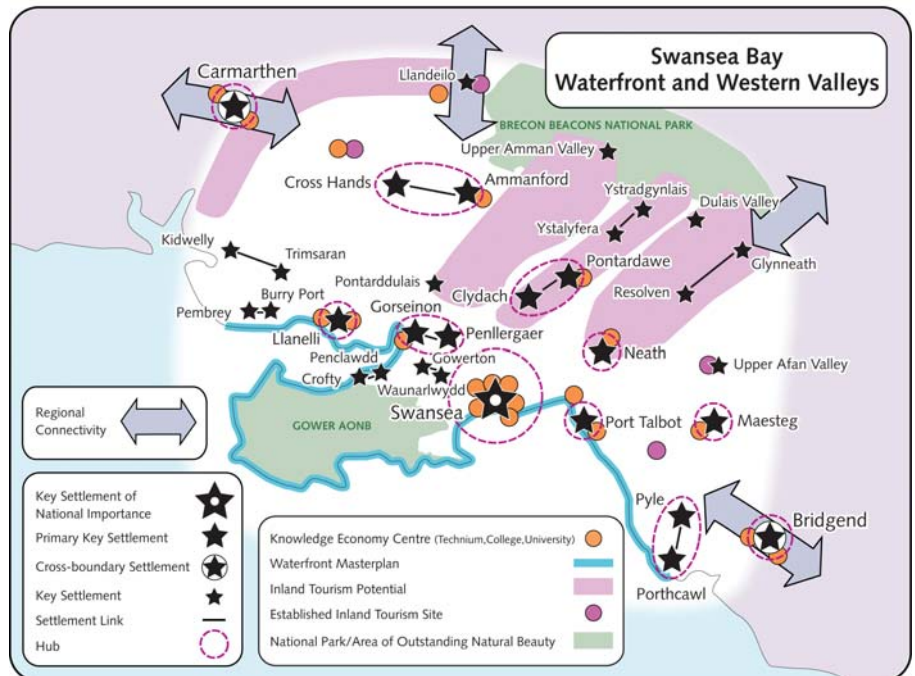
## 2.1 Spatial Plan

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

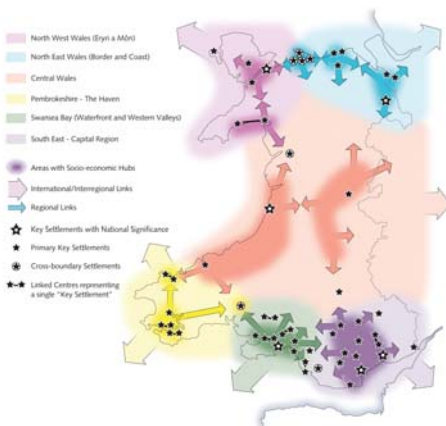
- Building sustainable communities
- Promoting a sustainable economy
- Valuing our environment
- Achieving sustainable accessibility
- Respecting distinctiveness

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 its 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

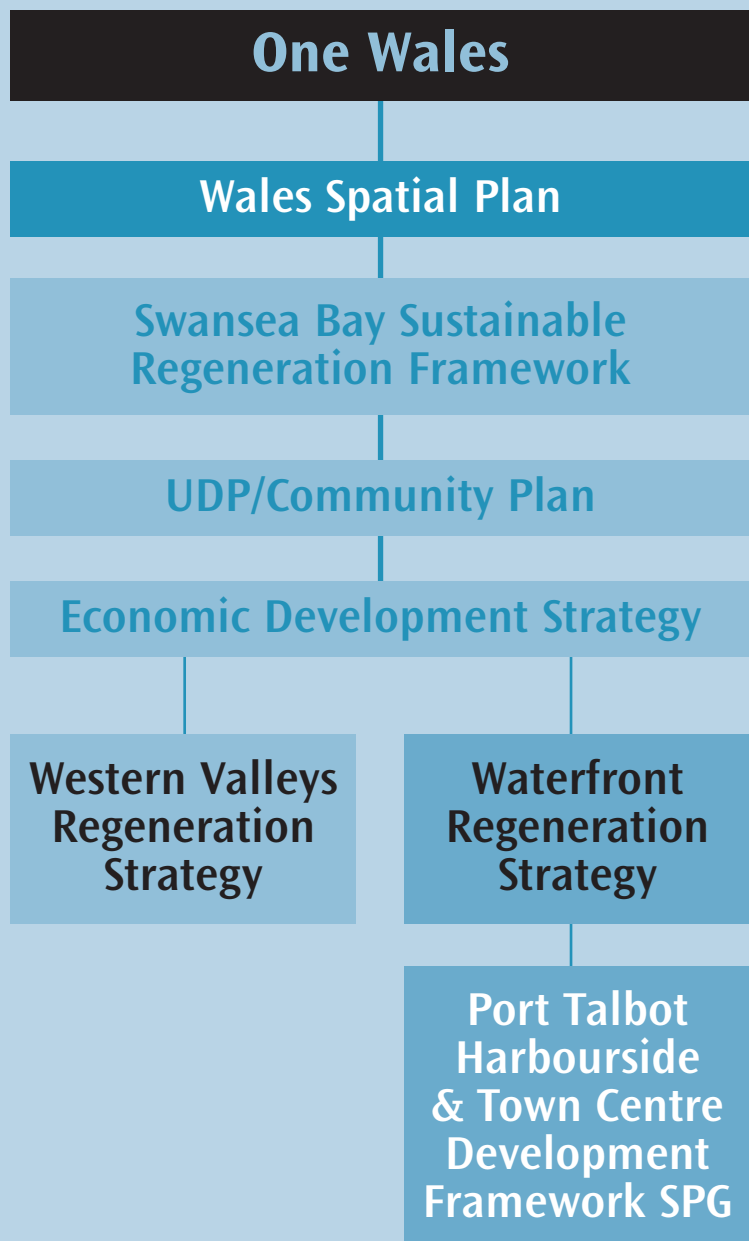
The Neath Port Talbot Community Plan 2005-2015 is the overarching Plan for the County Borough which sets out the strategic aspirations and intentions of partners and citizens.

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 identifies 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.

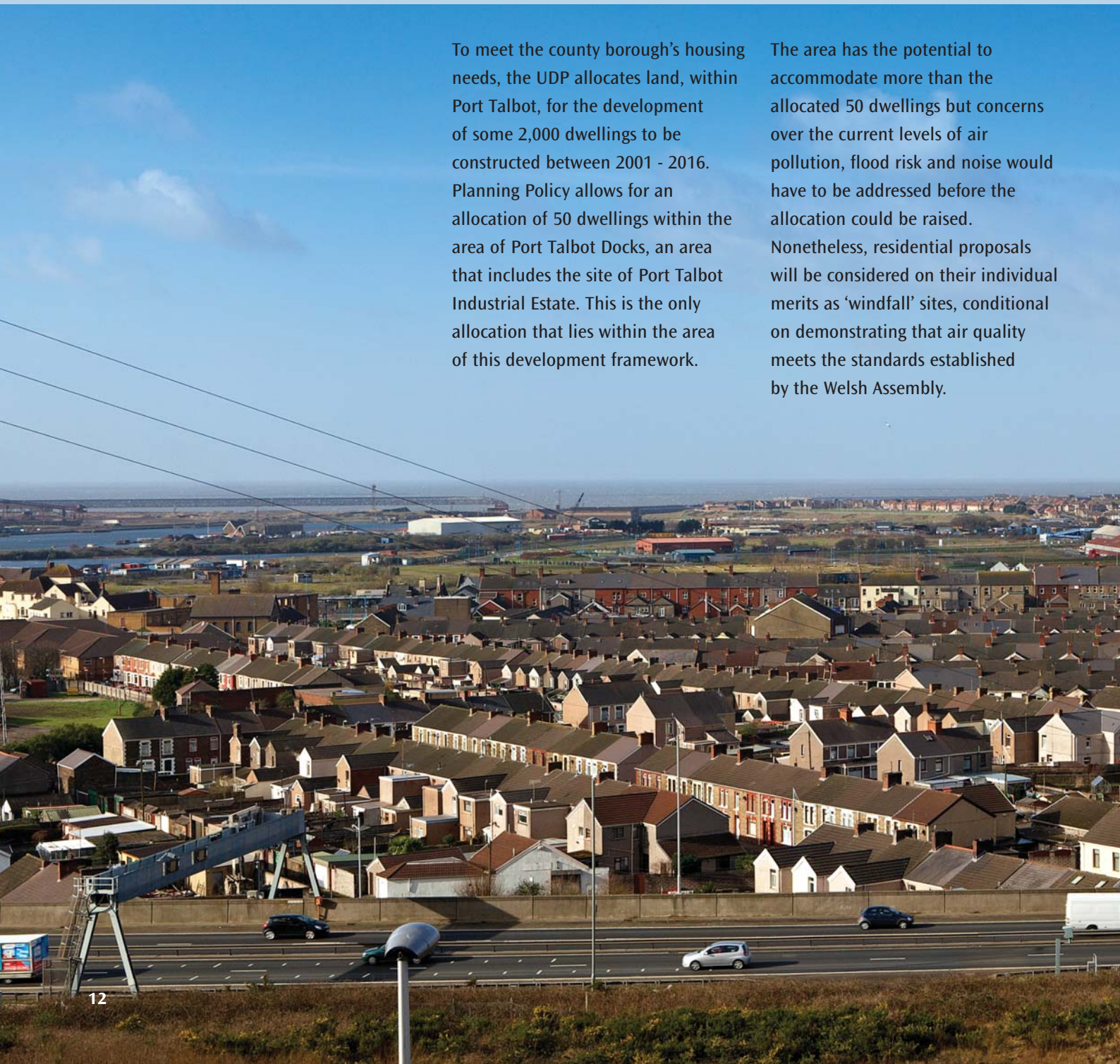


### 3.3 Housing

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 beginning 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.

## Education, Health and Social Care Facilities

### 3.7

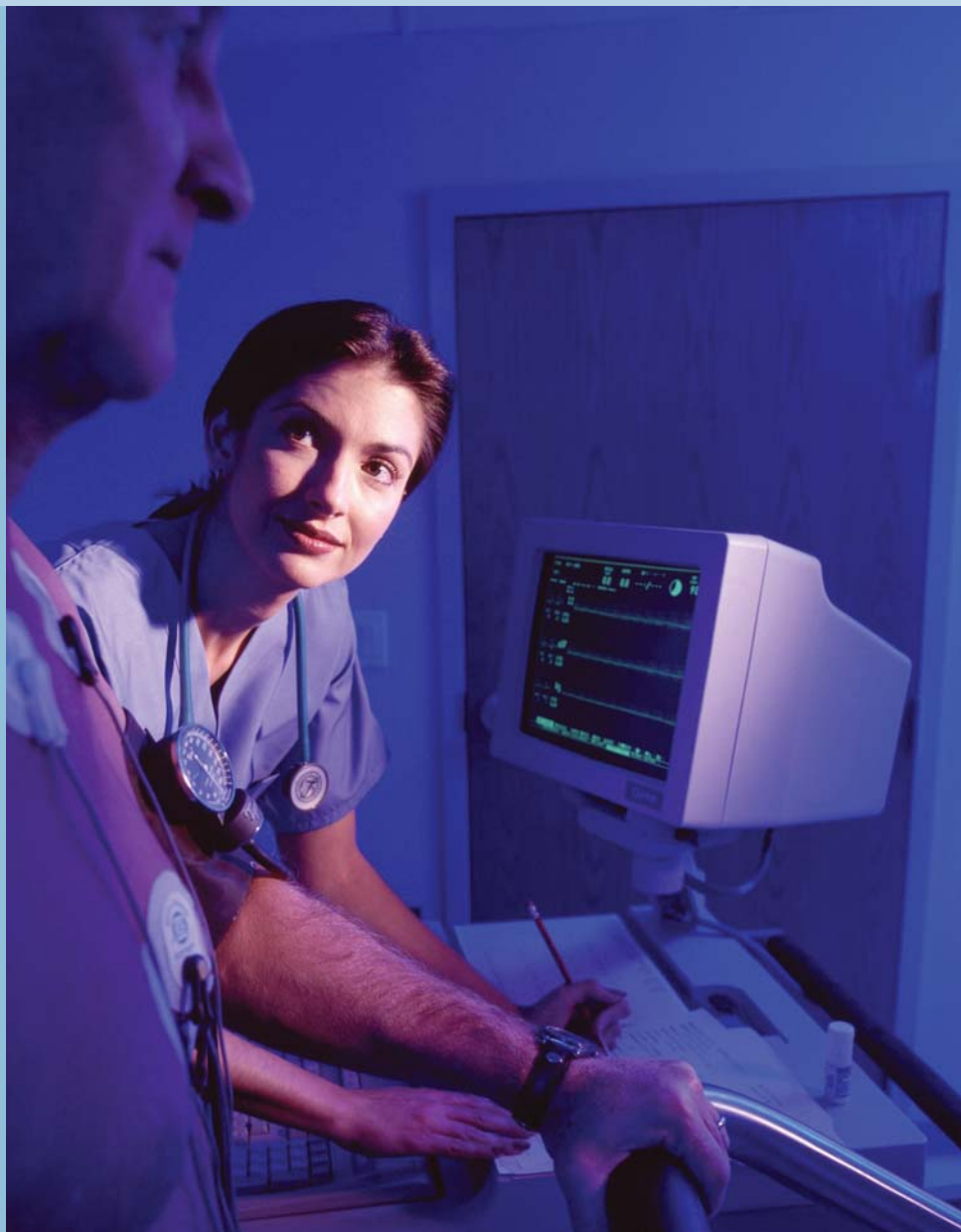
The focus for health care in Port Talbot is Neath Port Talbot Hospital, which was opened in 2003 and is situated just outside the town centre on Baglan Way. It has 270 beds and provides a range of inpatient, outpatient and day care services along with a 24 hour local accident service for people in Neath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

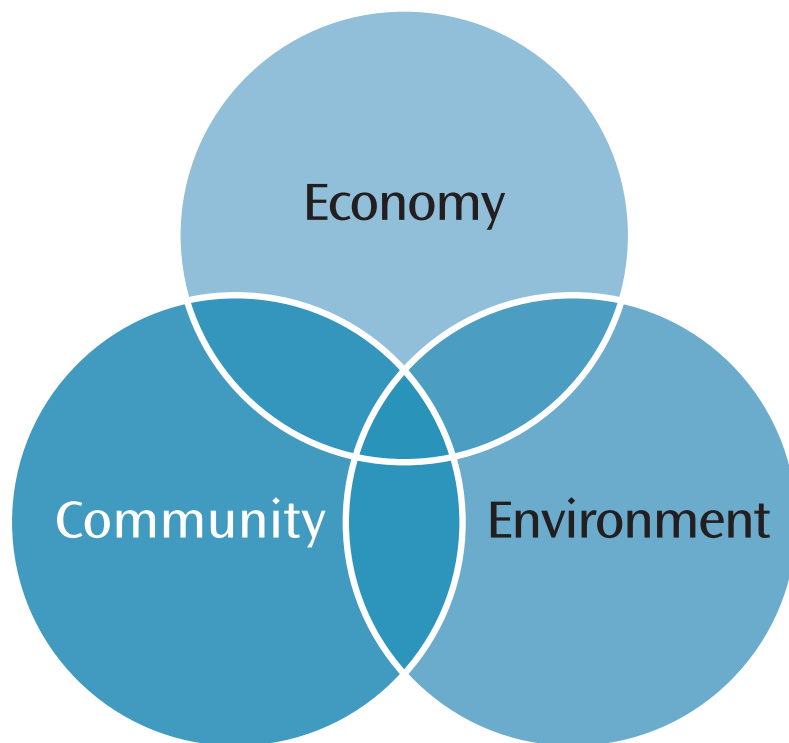
Opportunity	Option	Action
To make land available for a mix of community use including education, business use including office and automotive use.	Land made available for these uses would provide flexibility to accommodate a range of employment generating uses that would benefit the area.	That land should 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 biodiversity 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

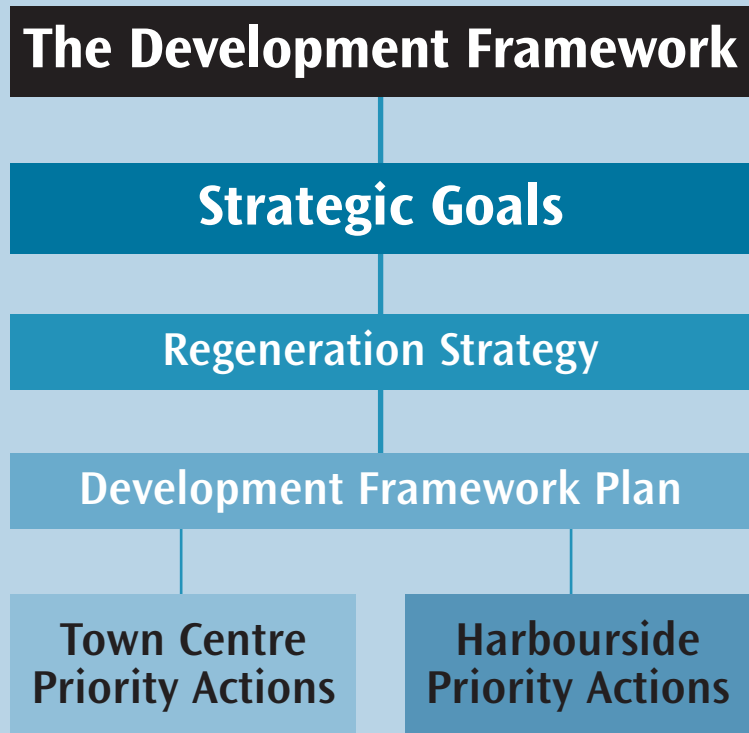
## 5.1 The Indicative Land Use Plan

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.

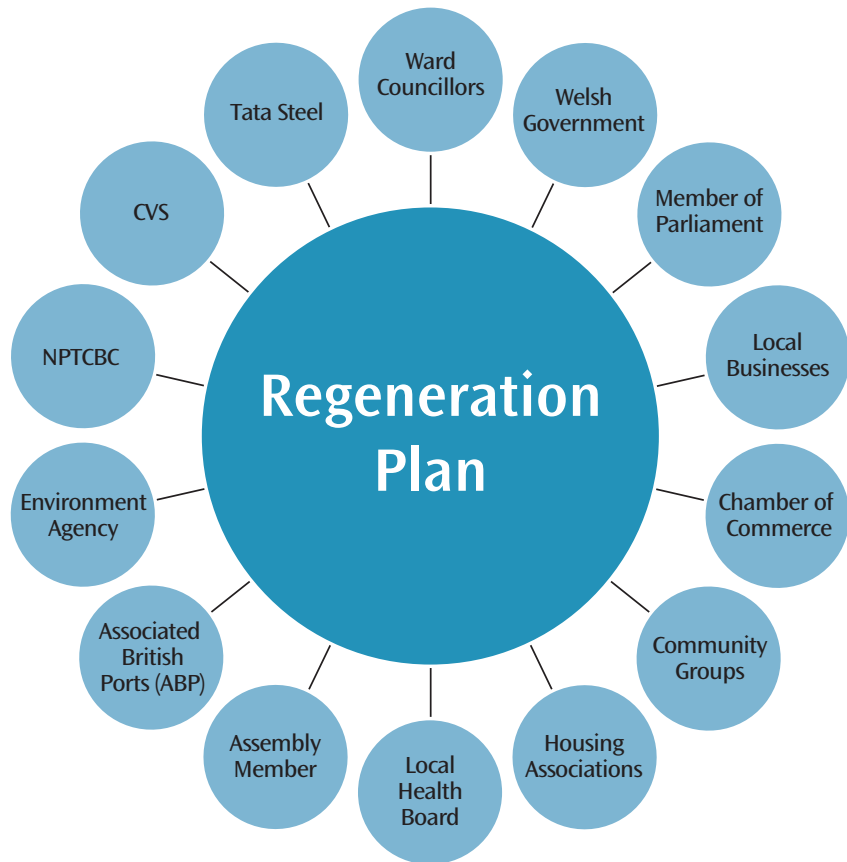
The stakeholders map shows the main partners involved in achieving significant and lasting regeneration in Port Talbot.

## 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

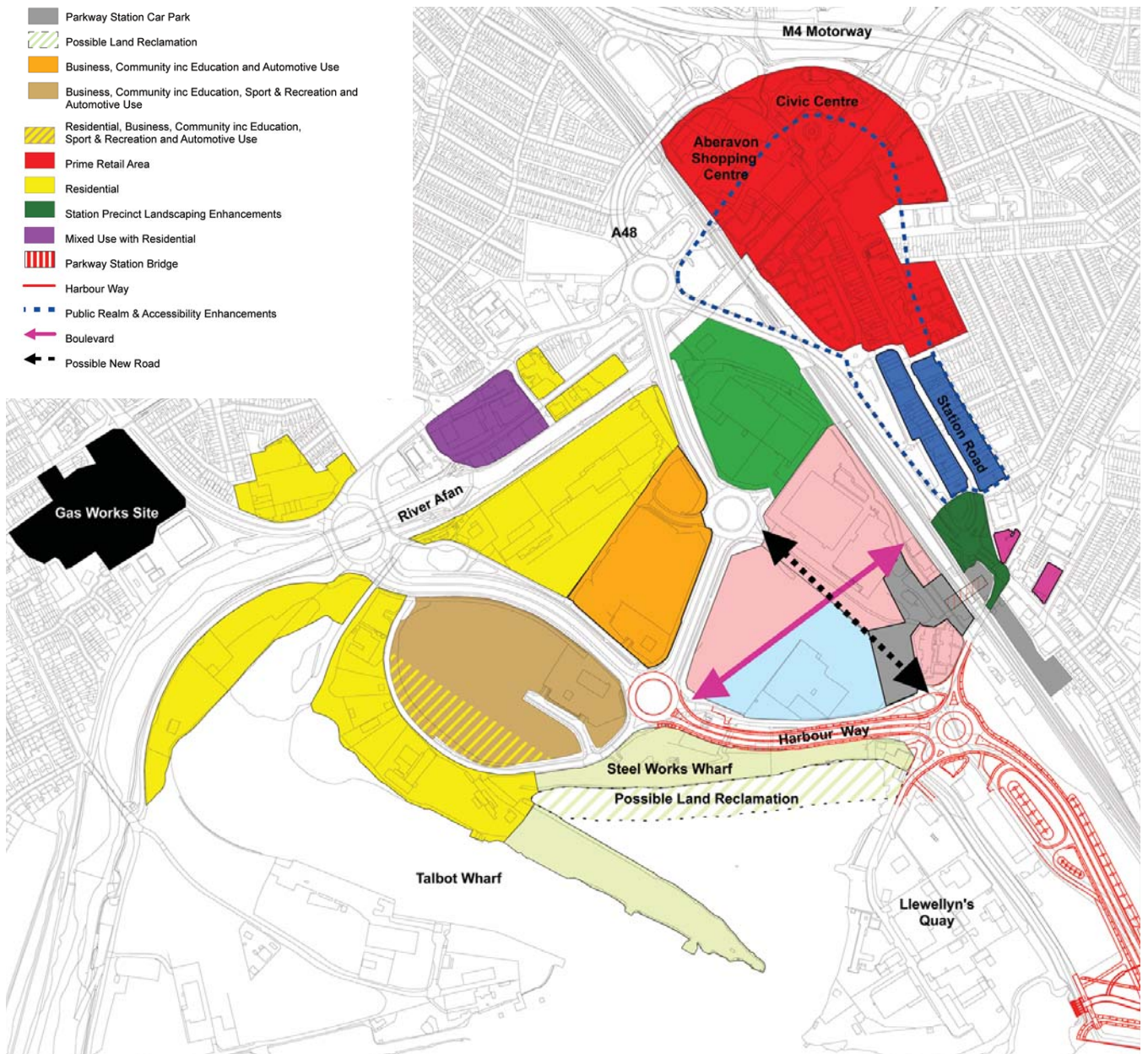
## Hotel, Food & Drink Uses

-  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

## Indicative Land Uses

- Bulky Goods Retail
- Enhancement of Key Buildings
- Hotel, Leisure & Recreation
- Office, Leisure and Sports & Recreation
- Residential & Light Industrial
- Retail, Residential Leisure & Office
- Office, Hotel and A3 Use
- Parkway Station Car Park
- Possible Land Reclamation
- Business, Community inc Education and Automotive Use
- Business, Community inc Education, Sport & Recreation and Automotive Use
- Residential, Business, Community inc Education, Sport & Recreation and Automotive Use
- Prime Retail Area
- Residential
- Station Precinct Landscaping Enhancements
- Mixed Use with Residential
- Parkway Station Bridge
- Harbour Way
- Public Realm & Accessibility Enhancements
- Boulevard
- Possible New Road



## 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](http://www.npt.gov.uk/planning)