

APPENDIX I – PLANNING POLICY (LDP)

Extract from LDP – Map showing Proposed Development Site with Policy TR4/3

The screenshot displays a web-based map interface for the Neath Port Talbot Local Development Plan (LDP). The browser address bar shows the URL: maps.npt.gov.uk/ldp_final/index.html. The page header includes the Neath Port Talbot County Borough Council logo and the text "Local Development Plan Cynllun Datblygu Lleol" and "LDP Adopted Plan".

The map interface features a "Layers" panel on the left with the following categories and items:

- Background Maps
 - ☒ Aerial Imagery
 - ☐ Ordnance Survey
- Overarching Policies
 - ☒ Settlement Limit (SC1)
- Area Based Policies
 - ☒ Coastal Corridor Strategy Area / Ve
 - ☒ University Campus (CCUC1)
 - ☒ Strategic Regeneration Area (SRA
 - ☒ Mixed Use Regeneration Scheme
- Communities & Housing
 - ☒ Housing Allocation / Housing Land

The "Legend" panel on the left lists the following items:

- ☒ Historic Park and Garden (SP21/4[b])
- ☐ Landscape of Historic Interest (SP21/4[a])
- ☐ Safeguarded Freight Facility (TR4)
- ☒ Park & Share Site (TR1/9)
- ☐ Afan Valley Trail (TR1/8)
- ☐ Amman Valley Cycle Way (TR1/7)
- ☐ Integrated Transport Hub (TR1/6)

The map itself shows a coastal area with a river and various land use designations. A green outline highlights the "Proposed Development Site" which is labeled "TR4/3". Other labels on the map include "SP15/1(b)", "SP15/1(b)", "T04/1", and "Briton Ferry". A scale bar indicates 100 m and 200 ft, and the scale is 1 : 5,000. The coordinates 273629.50, 194247.20 are displayed. A warning message states: "Having this many layers on may affect performance. Consider switching some layers off." The bottom of the screen shows a Windows taskbar with the search bar and various application icons.

Extract from LDP listing Relevant TR4/3 Policy.

Adopted LDP (2011-2026) - Neath

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LDP Interactive Mapping

npt.gov.uk/media/7321/ldp_written_statement_jan16.pdf?v=20170727124344

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5.4.22 New development will be required to demonstrate that it will have no adverse effect on the existing highway network and traffic or congestion will not be increased to unacceptable levels.

5.4.23 In respect of the Primary network, new direct access will generally not be appropriate unless it can be demonstrated that a new access is required to facilitate wider regeneration initiatives and any development will not be detrimental to the flow of traffic or highway safety. In respect of the Core network, generally the provision of on-street parking, new direct frontage access, and turning movements will be restricted in the interest of highway safety and the efficient movement of traffic.

5.4.24 In the interests of creating more sustainable communities new development proposals should be accessible by a variety of means, not just the private car. Walking, cycling and public transport play an important role in reducing the number of shorter journeys taken by car and contribute towards the Plan's aim to provide a sustainable and more integrated transport network. Where appropriate, new developments will be required to demonstrate how they connect to existing, adjacent settlements.

5.4.25 The Authority has set out parking and access standards that developments will be required to meet in line with the 2008 County Surveyors Society Wales Parking Standards. Due to the diverse nature and varying characteristics of the County Borough, the Authority has divided the area into parking zones, with respective parking standards applied to each zone. Full details will be set out in Supplementary Planning Guidance.

5.4.26 Larger developments will be required to submit a Transport Assessment in accordance with national guidance. The Transport Assessment will need to identify what the transport impacts of the development will be and set out measures that will be taken to address anticipated transport impacts and how any negative effects can be mitigated.

5.4.27 Policy TR3 Safeguarding of Disused Railway Infrastructure

Policy TR 3
Safeguarding of Disused Railway Infrastructure
Disused or redundant railway infrastructure will be safeguarded and development which would inhibit the re-opening or the re-use for transport purposes will be resisted, unless it can be demonstrated that such re-opening or re-use is not realistic or necessary.

5.4.28 Neath Port Talbot has a number of disused or redundant railway lines which have the potential for redevelopment as transport corridors. In line with national planning policy, disused infrastructure will be safeguarded where there is a realistic prospect of its re-use for transportation, or where it is appropriate to be developed for a walking and cycling route. Development which would inhibit the potential re-opening or re-use will not be permitted unless it is demonstrated that the route is unsuitable for a future transportation use.

5.4.29 Policy TR4 Safeguarding Freight Facilities

Policy TR 4
Safeguarding Freight Facilities
The following will be safeguarded for the transportation of freight:

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

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

Section 5 Topic Based Policies

5.4.30 Due to the geographical make up and historic industries of the County Borough, Neath Port Talbot has a variety of means by which freight can be carried. The Port Talbot Tidal Harbour, Port Talbot Docks, Neath River wharves and a number of rail connections and sidings are major freight facilities operating in the County Borough and offer the potential for increased and more varied use.

5.4.31 In accordance with national policy, the policy promotes the integration and coordination of transport and land use planning, by ensuring that adequate provision of storage and processing facilities for minerals is made at docks and railheads. The Port Talbot Tidal Harbour, Port Talbot Docks, existing and potential wharves and the important rail connections and sidings are identified on the Proposals Map. These will be safeguarded in recognition of the important role they have in supporting the local economy and allowing goods to be transported by means other than road, reducing congestion and emissions.

5.4.32 Any development that would prejudice the existing or future use of Neath Port Talbot's harbours, docks, wharves and rail connections and sidings for the movement of freight will be resisted, unless it is demonstrated the route is unsuitable for transportation use.



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