

Heritage Impact Assessment and Statement of Significance/Justification (HIA/SS) for the:

**Repair, and re-ordering of the Sea Cadets Port Talbot premises
known as: Old Harbour House, North Wharf, The Old Docks,
Port Talbot, SA13 1RH.**



Address of application site: Sea Cadets Port Talbot, Old Harbour House, North Wharf, The Old Docks, Port Talbot, Neath Port Talbot, SA13 1RH

Applicant/Client: the Sea Cadets. (A registered charity)

Planning Consultant: Robert Bowen Planning and Development Ltd.

Historic Building Adviser: Trevor J. Francis MSc. (Strathclyde), MRICS, MCIOB, MCABE, Dip. Architectural Conservation (Bristol). CIOB Certified Conservation Specialist (Building Surveying Practitioner). RICS Registered Valuer.

Trevor J. Francis, MSc, MRICS, MCIOB, MCABE, Dip. Architectural Conservation (Bristol). CIOB Certified Conservation Specialist (Building Surveying Practitioner). RICS Registered Valuer.

Chartered Building Surveyor, Chartered Builder and Historic Building Consultant.

Regulated by the RICS

1.0 INTRODUCTION

This Grade II listed building comprises what appears to have originally been a pair of two semi-detached harbour dwellings that have since been much altered and are today used by the Sea Cadets. The building has we suspect been constructed following the formation of the original Port of Aberavon (1834) renamed and extended as Port Talbot in 1836. Harbour House is designed in a neo-Gothic revival style; with the building we suspect possibly added after the 1850/60's. It has subsequently been much modelled and extended (presumably in the late nineteenth/early twentieth century by the construction of a lean-to 'one and a half-height', rear wing and a single-storey, profiled steel sheet covered lean-to roof that collectively infill parts of the rear elevation. Some small outbuildings (possibly which served as outside toilets and former stores/coal stores have collapsed and other than small amounts of standing rubble are now lost. These lean-to structures that cover most but not all of the rear original elevations and externally and within, the rear walls of the original build remain exposed.

The building is largely cellular in its layout and is currently in an extremely run down state. It is located within an area of Port Talbot that is ripe for regeneration. Whilst preparing this document Neath Port Talbot Council (NPTCBC) the local authority have very recently announced obtaining funding to start an ambitious project to regenerate the area, as a Freeport. Hopefully, the Council will as part of this support the excellent endeavours of the Cadet's which states on their web-page:

'At Port Talbot we aim to give young people an experience that will help them grow into the person they want to be in a safe and friendly environment. Through various activities and adventures, we learn teamwork, respect, loyalty, self-confidence, commitment, self-discipline, honesty and how to be the best version of ourselves'.

The current application proposed is extremely limited in scope and is simply to ensure a secondary means of fire escape is obtained; thereby allowing its use to continue in the short term. The intervention proposed is minimal and in part of the building that has no real architectural or historic significance to that of the original build and is simply part of its subsequent adaptation and extension of the structure over the following one hundred plus years.

At present the building is in need of far more major repair and sensitive conservation work if it is to have a long-term sustainable use. There are various health and safety issues that clearly need addressing.

The existing proposal for the building, is as shown on the drawings which illustrate the application and the annotated photographic plates that accompany and form an integrated part of the statement.

The intention to:

- (i) Repair, maintenance and conservation of the building as far as is possible using the very limited initial funds, as well as availability of loans and grants.
- (ii) Creation of an emergency means of secondary escape in the event of a fire.
- (iii) Enhancement of the building generally to comply with Building Regulation and Fire Safety Standards.
- (iv) Minor works to the immediate curtilage.

Conservation is about the careful management of change; hence it is necessary to understand the implications of any proposed changes. Understanding the historic asset and its significance is fundamental to sound decision making. Once significance is established, the potential impact of any changes proposed can be evaluated and adapted where necessary to arrive at an appropriate solution.

The purpose of this Heritage Impact Assessment/Statement of Significance (HIASS) is to better inform parties thereto, and in particular the owner and decision makers, so that they can make appropriate, informed decisions.

A Heritage Impact Assessment/Statement of Significance is a structured process to ensure that the significance of the historic asset is considered when developing and designing proposals for change. It should play a key part in the design process, and test whether the proposals for change are appropriate by assessing impact on the significance of the asset. It helps ensure that changes minimise harm and maximise benefits. The results of the heritage impact assessment are summarised within this heritage impact statement. This will give all parties the information they need to understand and reason the proposals, weighing risks and benefits.

This Heritage Impact Assessment/Statement of Significance (together with its directly associated annotated photographic plates) must be read together as a single integrated entity with the full LBC/planning application submission, any Design and Access Statement and architectural drawings produced.

The existing façade will have maintenance repairs made but remain largely unchanged by the existing proposal.

Irreversible damage will not arise and enhancement of the interior fabric and function enabled.

1.1 Objective

To start the repair and conservation of this Grade II listed building. This will need to take a phased approach but the repair, conservation and upgrading of the asset is essential to allow its use to continue and safeguard the occupiers.

This Heritage Impact Assessment/Statement of Significance and Justification (HIA/SS) has been produced to support the application for LBC/Planning Consent. The construction and broad condition of the building is as shown and documented in the associated ‘Annotated Photographic Plates’ to be read as part of this HIA/SS document; as well as the application drawings. The Planning and Listed Building consent submission that illustrates the existing and proposed works will be produced by Mr. Robert Bowen, of Robert Bowen Planning and Development Ltd.

Conservation is (as stated earlier) about the considered and careful management of change. (Welsh Government, PPW).

Cadw agree, stating: ‘*Conservation is about managing change*’.

TJF Comment: *‘We must all accept that buildings are operational facilities that need a purpose and functional use and have to evolve to meet evolving societal and economic demands. They are not museum artefacts that can be retained in aspic, thus, it is how changing needs can be effectively accommodated, that is key. Obsolescence in its many facets has a profound impact upon how buildings can be cared for, if redundancy and loss is to be mitigated. Conservation is only sustainable as a philosophy if an occupier and viable use exists.*

As a listed building, reasons for retention are slightly different and discussed later but still have to meet modern legislative requirements, especially those related to operational use and particularly fire safety and Building Act requirements where applicable’.

2.0 Understanding the significance of the Historic Asset

2.1. Location and Context

Harbour House is not untypical of many harbour houses that were initially found around the UK in smaller harbours. It is set alongside the north quay of the old docks that abuts the Bristol Channel and is one of the few buildings or structures currently listed as being of special architectural or historical importance within the dock-side areas of Port Talbot. In the past it would have been one of the key buildings associated with the operation of the Victorian docks. Presumably serving initially as both Harbourmaster accommodation and the administrative centre of the Port. For the last fifty years it has been occupied by the Sea Cadets and helps address the educational, leisure and development needs of many young people from a diverse range of backgrounds.

The modern town that is less than a mile from the old docks, is served by bus and rail stations with the elevated section of the M4 running nearby. Bus stops are reasonably close and cars, vehicle, cyclists and pedestrians can access the site.

Following growth in the economy and population spawned by coal and metal manufacturing industry within the wider area, the need for and use of the docks as an import/export hub,

evolved rapidly. Leading, subsequently infilling between the villages of Baglan, Aberavon, Taibach, and Margam by urban development in the late nineteenth and early decades of the twentieth century. The original tidal harbour at Aberafan not proving adequate for the industrial demand.

The expanding town, takes its modern title from that of the 'Port' and the surname of its leading landowner and industrialist C.R.M. Talbot (Owner of the Margam and Penrice estates) following the creation of a formal floating dock. The Mansel/Talbot's had owned the Margam estate for more than two hundred years following the dissolution of the Abbey and Monks at Margam and it was CRM who developed Margam as the primary home for his dynasty. The Talbot's had widespread economic and political influence in the region.

Prior to this, during the 17th and 18th centuries the small port that had existed at the mouth of the Afan had struggled to serve the growing demands of early industrialisation, with small sail boats resting on the mud at low tide and trading with other south Wales, Somerset and Devon..

According to the Welsh Railways Research Circle (and various others), Port Talbot Railway & Docks Company (PTR&D) was one of the few to be conceived as an integrated undertaking from the outset, and one of the last standard-gauge, mainline railway companies to be incorporated.

The dock origins extend back to 1834 when local industrialists led by Talbot obtained an Act of Parliament to form the Aberavon Harbour Company. This Act was quickly seen as inadequate and in 1836 a further Act was obtained authorising the formation of the Port Talbot Company, named after one of the major local landowners, CRM Talbot, with powers to build an enclosed dock, this, the first in South Wales.

Talbot had metal manufacture works and extensive interests nearby, as well as being the owner of the sprawling Margam estate and that of Penrice in Gower.

CHRISTOPHER RICE MANSEL TALBOT (1803 - 1890)

Born, 10th of May 1803 at Penrice Castle, the son of Thomas Mansel Talbot and the lady Lucy Fox Strangways. Educated at Harrow and Oriel College, Oxford (B.A. 1824, with 1st class honours in mathematics), he inherited the estates in 1824 and married, 28th of December 1835, Lady Charlotte Butler (died 1846), daughter of Richard, 1st earl of Glengall.

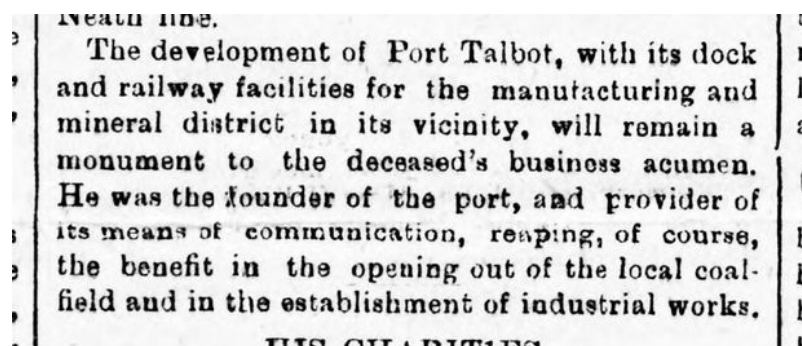
As well as the docks Talbot also invested in local factories and mines and was a pioneer – and a major financial backer of railways. He became chairman of the South Wales Railway Company, which was later acquired by the Great Western Railway, and put up half a million pounds to help extend the line to Pembrokeshire with hopes of building a major deep-water harbour for links to Ireland and beyond.

CRM Talbot, represented Glamorgan in Parliament until he died in 1890 and from 1874 he was the 'Father of the House of Commons.' First elected in 1830 to succeed his step-father, Sir Christopher Cole (died 1836), his mother's second husband. In the election of 1885, he was chosen to represent the new constituency of Mid-Glamorgan, being re-elected in 1886. He was appointed lord lieutenant of Glamorgan in 1848 and a F.R.S.

C. R. M. Talbot died 17 January 1890, leaving two unmarried daughters - OLIVIA EMMA TALBOT (died 1894) and EMILY CHARLOTTE TALBOT (died 1918), and BERTHA TALBOT, who married John Fletcher, Saltoun Hall, Haddingtonshire, Scotland. The sisters were generous supporters of many institutions and causes in Glamorgan, particularly churches; it was Emily Talbot who arranged for Walter de Gray Birch, of the British Museum, to arrange and catalogue, in six printed volumes, the greater part of the Margam and Penrice muniments (now in N.L.W.). Their brother, THEODORE MANSEL TALBOT, had pre-deceased his father.

(Author: Sir William Llewelyn Davies, (1887 - 1952).

Talbot as stated earlier, died in 1890 at Margam, and on his passing was reckoned to be the wealthiest "commoner" in the country. He was buried in the family vault in the Margam estate's church (Margam Abbey).



Extract from the obituary of Christopher Rice Mansel Talbot taken from the South Wales Daily News on January 18, 1890 (Image: National Library of Wales)

In 1874 the lock entrance to the new dock was enlarged, and in 1894 the 'Port Talbot Railway & Dock Company' was formed to further expand the capacity of the port. A large extension to the existing dock together with a new lock entrance was completed in 1898, and a railway system was built to connect the port with coalfields in the neighbouring Llynfi and Garw valleys. The date of construction of Harbour House is not known at present but from its architectural form the principal elevations appear architecturally to date from the third or fourth quarters of the nineteenth century, but with various later interventions and rear extensions that we suspect were made at the end of the nineteenth century, but much altered during the twentieth, prior to listing.

By the beginning of the twentieth century, we understand that the iron & steel producers of the Welsh valleys were becoming increasingly dependent on imported foreign ores and, as a result, were relocating their industries closer to the coast. The founding of the Port Talbot Steelworks in 1902 and the Margam Steelworks in 1916, for example, resulted in a significant increase in iron ore imports through Port Talbot Docks – imports that were to reach 300,000 tons per annum by 1930 and 3,000,000 tons per annum by 1960.

However, the dimensions of the entrance lock at Port Talbot meant that no ship carrying more than 10,000 tons of iron ore could enter the docks, and this restriction naturally precluded the use of large bulk carrying vessels able to transport iron ore at a much lower unit cost.

In 1966, work commenced on the construction of Port Talbot Tidal Harbour - an entirely new much larger facility situated to the south-west of the existing docks system. Completed in 1970, this was the first dry-bulk cargo terminal in the UK capable of accepting ships in excess of 100,000 deadweight tonnes.

Further dredging in 1996 deepened the harbour by 2.6 metres, thereby increasing the maximum size of vessel that can be accommodated to 180,000 tonnes.

In 1998, after being closed to shipping for more than a quarter of a century, the old docks at Port Talbot were re-opened to handle coastwise cargoes of ground and granulated blast-furnace slag for Civil & Marine's new cement works at Rio Tinto Wharf. Other cargoes handled in the docks have included timber, sand, stone, and heavy lifts.

Very recently, a bid by NPTCBC, Associated British Ports and Pembrokeshire Council has seen success in obtaining government funding to establish a 'Celtic Freeport' zone dedicated to alternative green energy and carbon capture technologies, based both at Port Talbot and Milford Haven.

2.2 Listed Building Description

Former Harbour House

A Grade II Listed Building in Margam Moors (Gweunydd Margam), Neath Port Talbot

Coordinates: Latitude: 51.5865 / 51°35'11"N; Longitude: -3.7902 / 3°47'24"W; OS Eastings: 276066; OS Northings: 189031; OS Grid: SS760890. Mapcode National: GBR H3.C9B9. Mapcode Global: VH5H1.8D35. Plus Code: 9C3RH6P5+HW

Entry Name: *Former Harbour House*

Listing Date: *31 March 2000.*

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Grade: II. **Source:** Cadw, **ID:** 23154

Building Class: Maritime

Location: Located on the N side of New Dock and accessed by a narrow road which lead S along the River Afan from Dock Road.

County: Neath Port Talbot

Town: Port Talbot

Community: Margam Moors (Gweunydd Margam)

Traditional County: Glamorgan

History

Shown on the 1st edition Ordnance Survey of 1876 and probably dating to the 3rd quarter of the C19. The harbour master's house was in a central position on the wharfside. Following the redevelopment of the docks, it was conveniently situated between New Dock (opened in 1898) and Old Dock. The building is now a centre for the sea scouts.

Exterior

Tudor-Gothic style. Large symmetrical 5-window building of 2 storeys and an attic. Advanced central gabled bay with barge boards and large finial. Constructed of coursed stone with quoins, replaced slate roof coverings and stone ridge stacks to ends and centre with moulded caps. Detail includes a plat band and openings with pronounced rusticated jambs and square hoodmoulds. The windows are lancets or flat-headed lights with horizontal glazing bars. The advanced central bay has 3-light windows, flat-headed to the lower storey and lancets above. Single lancet in gable. The S side of the gable at ground floor level has a single lancet, now blocked. The central bay is flanked by doorways with raised Tudor-arched heads, containing wooden doors with overlights. To the outer sides are 3-lancet windows. The upper storey has flat-headed windows, single-light above the doors and 3-light above the lancets. Narrow square headed attic light to S gable, and similar arrangement to N gable end. Brick lean-to to rear with segmental-arched window openings.

Interior

No access to interior at time of inspection (1/12/99).

Reasons for Listing

Listed as an unusual survival of a C19 harbour house, retaining its character, and of historic interest for pre-dating the major redevelopment of the docks.

Note: The List Description paid little attention in 1999 to the ad-hoc mix of lean-to additional structures existing at the rear or the setting that are the basis of Phase One.

2.3 The Royal Commission for Ancient and Historic Monuments (Wales)

accessible on-line Coflein database, provides no digital accessible entries for this building, only the docks itself:

NPRN913949; Map Reference: SS78NE. Grid Reference SS7600089000.

Unitary (Local) Authority: Neath Port Talbot. Old County: Glamorgan

Community: Port Talbot. Type Of Site: HARBOUR. Period: Post Medieval

Description

Port Talbot Docks was built to serve the iron and copper industries of Cwmavon. It was opened in 1839 under the designation of 'Port Talbot' in honour of the local landowning family. By 1890 it was almost obsolete and needed revival as an outlet for coal from the western central valleys. The Port Talbot Railway & Dock Company was formed in 1894 and by 1898 it had built three new railways and had made a start on improving the docks. A reservoir was built at Brombil (SS 798 879) to supply water for the hydraulic operation of dock equipment. The company was an early user of reinforced concrete for wharf construction. Shipments of coal finished in 1962 although by then the import of iron ore for the steelworks had become the main item of trade. In 1972 the old docks were replaced by a new deepwater tidal harbour specifically intended for unloading large iron ore carriers.

Source:

Stephen Hughes and Paul Reynolds (1989) "A Guide to the Industrial Archaeology of the Swansea Region", Association for Industrial Archaeology, 2nd Edition.

RCAHMW, 13 September 2011.

2.4 Archwylio: Glamorgan and Gwent Archaeological Trust's database, refers to the Cadw List Description for the nearby slipway:

Primary Reference Number (PRN) : 08832w

Trust : Glamorgan Gwent

Community : Margam Moors

Unitary authority : Neath Port Talbot

NGR : SS7608989020

Site Type (preferred type first) : POST MEDIEVAL SLIPWAY

Summary :

A slipway, located immediately SE of Harbour House, New Dock, Port Talbot Docks, shown and given as 'Slip' on the 1st edition OS map. The feature remains to be shown and identified on the 2nd, 3rd and 4th edition OS maps.

Description :

A slipway, located immediately SE of Harbour House, New Dock, Port Talbot Docks, shown and given as 'Slip' on the 1st edition OS map. The feature remains to be shown and identified on the 2nd, 3rd and 4th edition OS maps (1st ed. 1:2500 OS map 1877; 2nd ed. 1:2500 OS map 1899; 3rd ed. 1:2500 OS map 1919; 4th ed. 1:2500 OS map 1940).

Sources :

Ordnance Survey , 1st Edition OS map 1:2500

Ordnance Survey , 2nd Edition OS map 1:2500

Ordnance Survey , 3rd Edition OS map 1:2500

Ordnance Survey , 4th Edition OS map 1:2500

Events :

E006100 : GGAT150: Rapid Coastline Zone Assessment (year : 2016-17)

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2.6 West Glamorgan County Archive Service:

Rebuilding of kitchen: [Harbour House, Port Talbot Docks](https://archiveshub.jisc.ac.uk/data/gb216-b/pt/ptlb/ptpl123/2617), 7 Aug. 1952.
Bookmark: <https://archiveshub.jisc.ac.uk/data/gb216-b/pt/ptlb/ptpl123/2617> .[West Glamorgan Archive Service](#), Reference: GB 216 PTL B/PT Pl 123/2617.

2.7: There are various factual historic written sources for C.R.M. Talbot, such as:

[NLW MS 6599C](#), [NLW MS 6600E](#); see also Margam and Penrice documents 9237-45, and consult the N.L.W. schedule of the Margam and Penrice letters.

See also:

- <https://biography.wales/article/s-TALB-MAR-1700>
- <https://www.walesonline.co.uk/news/wales-news/port-talbot-history-origin-name-18664821>,
- <https://www.walesonline.co.uk/news/wales-news/port-talbot-history-origin-name-18664821>,
- W. R. Williams, *The parliamentary history of the principality of Wales, from the earliest times to the present day, 1541-1895* (Brecknock 1895)
- Thomas Nicholas, *Annals and Antiquities of the Counties and County Families of Wales* (London 1872), vol.I
- Thomas Nicholas, *Annals and Antiquities of the Counties and County Families of Wales* (London 1872), vol.II
- C. A. Maunsell and E. P. Statham, *History of the family of Maunsell (Mansell, Mansel)* (London 1920)

As wealth of online sources today document the Dock early developments, some in considerable detail, including:

[Swansea and Port Talbot Docks Website \(swanseadocks.co.uk\)](http://swanseadocks.co.uk)

[Welsh Railways Research Circle \(wrrc.org.uk\)](http://wrrc.org.uk)

[Timeline \(historicalporttalbot.com\)](http://historicalporttalbot.com)

[Wikipedia](#)

[Wales online](#)

[Neath Port Talbot councillors approve next stages in 16,000-job Celtic Freeport project - NPT News](#)

2.7 Planning History relating directly to Harbour House:

Planning – Planning Application Documents

T1976/1257 | STORAGE SHED | GARDEN OF HARBOUR HOUSE DOCKS PORT TALBOT.

3.0 Policy Context.

3.1.1 National Planning Context

Planning Policy Wales, Edition 11 – February 2021; outlines the criteria and aims to establish a system setting out how for the benefit of all people, Welsh Government (WG) propose to exercise their functions to promote sustainable development.

WG is required to make a contribution to International, and UK targets for greenhouse gas emission reduction. The Climate Change Act 2008 providing the statutory framework for the reduction of greenhouse gas emissions in the UK. At the core of the Act is a requirement for the UK to reduce net UK greenhouse gas emissions and CO2 emissions.

The planning system plays an important role in tackling climate change and reducing greenhouse gas emissions.

The Human Rights Act which came into force in October 2000 incorporated provisions of the European Convention on Human Rights (ECHR) into UK law and enables the UK Courts to enforce these rights. The general purpose of the ECHR is to protect human rights and fundamental freedoms and to maintain and promote the ideals and values of a democratic society. It sets out the basic rights of every individual together with the limitations placed on these rights in order to protect the rights of others and of the wider community. The Human Rights Act makes it unlawful for a public authority to act incompatibly with these ECHR rights except where, as a result of primary legislation, it could not have acted differently. The Human Rights Act has implications for the planning system.

This Statement has been prepared taking cognizance of the Welsh Government's Planning Policy Wales, and in particular - Chapter 6, Distinctive and Natural Places - The Historic Environment (p.125) and Biodiversity and Ecological Networks (p.136). This scheme is about repairing and sustainably conserving the Historic Environment.

3.1.2 Primary Legislation

Primary legislation related to land-use planning includes:

- The Town and Country Planning Act 1990

- Historic Environment (Wales) Act 2016
- Planning (Wales) Act 2015,
- Well-being of Future Generations (Wales) Act 2015,
- Ancient Monuments & Archaeological Areas Act 1979

3.1.3 European Union

Although the UK has now exited The European Union (EU), their guidance currently remains active in part, as the contextual backdrop for planning policy and the preparation of development plans, as it was previously the basis of much UK legislation. This being implemented by:

EU legislation (a range of Directives and Regulations, along with judgements of the European Courts).

The EU Sustainable Development Strategy adopted in 2006 and the 6th Environment Action Programme 2002-2012.

The European Spatial Development Perspective (ESDP) 14 and current EU territorial cohesion agenda¹⁵; and EU funding regimes, some of which the UK is still committed to post 'Brexit'.

3.1.4 Context for Planning in Wales

Planning Policy Wales (PPW) Edition 11, February 2021; sets out the land use planning policies of the Welsh Government, supplemented by a series of Technical Advice Notes (TANs). Procedural advice is given in best practice planning guidance and in this aspect, Heritage Impact Assessment in Wales and Managing Change to Listed Buildings in Wales.

The primary objective of PPW is to ensure that the planning system contributes towards the delivery of sustainable development and improves the social, economic, environmental and cultural well-being of Wales, as required by the Planning (Wales) Act 2015, the Well-being of Future Generations (Wales) Act 2015 and other key legislation and resultant duties such as the Socio-economic Duty.

The Wales Spatial Plan People, Places, Futures sets a strategic framework to guide future development and policy interventions. It integrates the spatial aspects of national strategies for social inclusion and economic development, health, transport and environment, translating Welsh Government's sustainable development duty into practice. PPW, and the TAN's/circulars represent best practice guidance.

National planning policy and the Wales Spatial Plan should be taken into account in the preparation of development plans. They may be material to decisions on individual

planning applications and will be taken into account by the Welsh Ministers and Planning Inspectors in the determination of called-in planning applications and appeals.

Every local planning authority in Wales must prepare a Local Development Plan (LDP) for its area. The LDP is the development plan for each county or county borough council superseding the Unitary Development Plan (UDP).

HIA/SS Comment: The proposed scheme as formulated aims to satisfy such criteria.

National planning policy argues in Planning Policy Wales 2021, that: “Recognising the strengths of urban communities, which are home to the majority of the population of Wales.

HIA/SS Comment for Harbour House: The scheme as formulated acknowledges and fully supports this.

The Assembly Government’s priorities for urban areas are, through integrated approaches, to: secure environmentally-sound and socially inclusive regeneration in those urban areas which require it, so that they become more desirable places in which to live and work; and foster sustainable change, in particular making it possible to live with less noise, congestion and traffic pollution, improving the quality of life.

HIA/SS Comment for Harbour House: The scheme as formulated acknowledges and seeks to satisfy such criteria, repairing and partly bringing into compliance a key building associated with the development of the docks and early Port Talbot. This at a time at a time that many Listed Buildings are challenged by the many faceted aspects of obsolescence and the need to retain occupiers, both within NPTCBC, Wales and across the UK, as a consequence of the global pandemic, economic challenges, legislation and changing live/work/leisure approaches.

Development can help to arrest the decline in community facilities and deliver environmentally sound modernisation, re-use or replacement of urban infrastructure.”

HIA/SS Comment for Harbour House: This is supported. The proposals are by a local individual delivering good quality residential accommodation and facilities using local staff and contractors.

The Well-Being of Future Generations (Wales) Act 2015 places a duty on public bodies (including Welsh Ministers) that they must carry out sustainable development. In carrying out this duty, actions which public bodies must take include setting and publishing objectives ('well-being objectives') that are designed to maximise its contribution to achieving each of the well-being goals; and Taking all reasonable steps (in exercising its functions) to meet those objectives. The Act puts in place seven well-being goals to help ensure that public bodies are all working towards the same vision of a sustainable Wales. In relation to landscape and seascape matters, the most relevant well-being goal is the achievement of 'a resilient Wales', which would include the need to conserve and enhance statutorily designated areas, the countryside and the undeveloped coast and the conservation of biodiversity, habitats and landscapes.

HIA/SS Comment for Harbour House: This is fully supported. Harbour House is outlined as a key component in the recent ABP report Future Ports, Port Talbot: Transformational Change for the next Industrial Revolution and the Council's very recently launched Celtic Freeport project. Source: [Neath Port Talbot councillors approve next stages in 16,000-job Celtic Freeport project - NPT News](#), 11 May 2023. It is hoped that at least some of the funding essential to the safe continuing use of Harbour House and more appropriate conservation works can be supported by this initiative and the wider regeneration of the docks which at present is in a seriously challenging environment. The work of the Sea Cadets should be lauded as their social vision is so close to that of both WG and the local authority. It is hoped that funding and grant aiding bodies will see it in this way.

3.1.5 Cadw's Conservation Principles (2011)

Guidance that specifically relates to the conservation of historic buildings in Wales is founded upon established conservation principles, that ultimately have been developed via the ICOMOS Charters and BS 7913.

Cadw's six principles for the sustainable management of the historic environment in Wales are:

1. Historic assets will be managed to sustain their values.

HIA/SS Comment for Harbour House: This is the intention of the application and is one of repair and reinstatement. Interventions made will be modest, minimal and fully reversible. Change of use supports the ongoing management.

2. Understanding the significance of historic assets is vital.

HIA/SS Comment for Harbour House: This Heritage Impact statement and review of significance reinforces the comments and opinions of both Cadw and RCAHM(W). The most appropriate remediation is one that facilitates the care, conservation and reinstatement of existing features where practicable, using traditional methods (where suitable) and details, reinstatement that is reversible, if in the very unlikely event that in years to come the situation changes.

3. The historic environment is a shared resource.

HIA/SS Comment for Harbour House: Response: To quote William Morris and the SPAB: 'We are only custodians for those that come later'. The proposed repair works will help to sustain the building for the benefit of future generations' retaining character and significance where relevant. The building façade to the front, and sides will remain fully visible and readable. Photographs, Illustrations taken and drawings made before, during and after, of the repaired interior will be available as part of the Planning/LBC procedure and can also be added to

archive material stores and depositories that exist within the community such as RCAHM(W) and GGAT if they seek this, now or in the future.

Everyone will be able to participate in sustaining the historic environment.

HIA/SS Comment for Harbour House: Accepted. The building will remain visible and better cared for. Parts of the Building will be open during normal hours and other areas could be visited by agreement. The opportunity for local crafts persons to be involved in the building's care and repair will only add further to the skill base available locally.

Decisions about change must be reasonable, transparent and consistent.

HIA/SS Comment for Harbour House: Response: The scheme submitted, attains this criteria, repairing the existing internal fabric.

4. Documenting and learning from decisions is essential.

HIA/SS Comment for Harbour House Response: The scheme will record and document the works proposed, adding to wider knowledge of this building and its evolution.

Cadw's four heritage values:

1. *Evidential value: The building's form, fabric and detailing record many changes made in past times.*

HIA/SS Comment for Harbour House: - agreed.

2. *Historical value: HIA/SS Comment for Harbour House: - agreed, to be retained, and repaired. No significant adaptations or irreversible modifications are proposed*

3. *Aesthetic value: HIA/SS Comment for Harbour House: Agreed, enhanced and preserved.*

4. *Communal value: HIA/SS Comment for Harbour House: Agreed. Another interest sector will be addressed by this proposal.*

3.2. Local Planning Policies:

3.2.1 Local Authority context -

When producing a Heritage Impact Assessment/Statement (HIA/SS) it is normal practice to consider the County Councils LDP.

The current Local Development Plan was adopted on by the Council on the 28th of February 2019. Under the provisions of the Planning (Wales) Act, the Neath Port Talbot LDP forms the statutory development plan for the Council. Together with the national plan, It will be

used as the primary material consideration to inform decisions on planning applications and development proposals.

The LDP sets out land use policies and proposals to control development in the county borough.

HIA/SS Comment for Harbour House: The proposed scheme as formulated aims to satisfy all such criteria.

Key Policies:

5.5 Culture and Heritage P. 84.

5.5.1 Strategic Policy SP21 Built Environment and Historic Heritage P. 84

5.5.8 Policy BE1 Design P. 85

Response: The scheme as submitted meets these criteria.

Further LDP Policies met:

3 Overarching Policies P.31

3.0.2 Strategic Policy SP1 Climate Change P. 33.

3.0.6 Strategic Policy SP2; Health P. 33

3.0.9 Strategic Policy SP3 Sustainable Communities P. 35.

3.0.19 Policy SC2 Protection of Existing Community Facilities P. 36.

3.0.23 Strategic Policy SP4 Infrastructure.

Supplementary Planning Guidance reinforcing the LDP and applicable in this context is incorporated in the following documents:

SRA2	Harbourside Strategic Regeneration Area	Port Talbot Harbourside & Town Centre Development Framework SPG	September 2019.
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RE2	Renewable and Low Carbon Energy in New Development	SPG: Renewable & Low Carbon Energy	Published: July 2017
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Summary Response: The scheme as submitted, supports the principles and helps to meets these needs. The setting of the Listed Building is not lost or negatively impacted but assured.

The Celtic Freeport bid that has been successful uses the Sea Cadets Harbour House as a key feature with hopefully, its future being assured.

Roger Maggs MBE, Chair of the Celtic Freeport bid consortium, said in May 2023:

“We hope that Wales' two freeports will deliver for the country. The future is exciting. The Celtic Freeport has catalysed major business interest, local communities, trade unions and academia in using Wales' largest industrial base as the launchpad for developing new technologies and the renewable energy manufacturing opportunities of tomorrow. This has the potential to unlock £5.5 billion of private and public investment for Wales and create new training and innovation facilities, factories and expanded green energy ports, as well as new alternative fuel production complexes.

“Our green investment and innovation corridor will support the creation of 16,000 green jobs, which will not just be good news for Milford Haven, Pembroke Dock and Neath Port Talbot, but also Bridgend, Carmarthen, Swansea, The Valleys and many other communities across Wales.”

Sea Cadets response: The current proposal has a positive impact upon the Listed Building retaining it and allowing it to meet statutory legislation and preserve it from a social/cultural perspective, architectural as a key building of the earlier docks development, it is important in the development of the town and the current use seves a viable and essential need.

Conservation Areas

The boundaries of *conservation areas* within the County are shown on the Constraints and Issues Map but the building is not within a conservation area.

Response: Agreed. No change or impact.

Historic Parks and Gardens

The register of historic parks and gardens in Wales identifies parks and gardens and their settings which make an important contribution to the character of the country and which are deemed important to preserve or enhance

Response: Agreed, but not applicable.

2.6.18 The register of historic landscapes in Wales should be taken into account in considering the implications of developments, which meet the criteria for *Environmental Impact Assessment (EIA)*.

Response: Not Applicable.

Historic Environment Records

Archaeological Sensitive Areas

2.6.22. The GGAT identified *Archaeologically Sensitive Areas (ASA)* within the County and these are shown on the Constraints and Issues Map.

Response: Agreed, but in this instance it is not applicable.

2.6.23 *Listed buildings* are determined on the basis of their importance to the nation, either for their architecture or built quality, or for their historic associations. However, there are a large number of other buildings and undesignated heritage assets which, whilst not of sufficient quality or importance to be listed, make a significant local contribution.

Response: Agreed. This is the thrust of this HIA/SS but this is a building primarily of local importance.

3.4 Ecology and the natural environment

Response: The proposals are internal. There is no or little impact upon Ecology. The proposed scheme as formulated will satisfy such criteria, with all advice and guidance being considered.

Accessibility

Response: The building is potentially accessible for pedestrians, cyclists, motor-cyclists car, bus and main-line rail termini within Port Talbot and for travelling further afield via the M4 and A48.

It is against these contexts, that it is requested that the scheme is considered and supported.

4.0 Identifying changes proposed by the current Phase One application

4.1 Outline Construction and fabric condition

The following is not an attempt to prepare a building survey of the property but to report only very generally on the buildings condition as a base-line starter position. A full building survey is strongly recommended. This applies to far more than the current proposal.

As indicated earlier, the only work proposed within the current application is to remove a defective steel beam, carry out masonry and timber repairs and create an emergency escape fire exit within the ground floor of the building's later added extensions. Other work required will however, include:

Roof-coverings: The main roof surfaces are clad with artificial Cambrian tiles that simulate a Welsh slate. Later rear wing lean-to additions are now covered with Colour-coated steel and translucent PVC roof sheets. Repair/replace and upgrade flashing details as is necessary.

Chimneystacks: have been retained but the flues are now redundant. The distinctive clay pots shown on Victorian images are lost. Flues need venting if sealed and flue linings replaced if ever intending to light and re-use.

Rainwater Services, Fascia and Barge details: Upgrade using traditional sections.

Ceilings: Where there are lath and plaster ceilings some are in very poor order and unsafe and others water damaged. They will need to be checked carefully and some be replaced with multi-layer fire resisting plasterboard that is skim plaster finished. Ceilings could be restored with lath and plaster but ideally proprietary Licensed systems (British Gypsum, Lafarge, Rockwool, etc) that attain Building Regulation Class B (Fire) and Class E (Noise) attenuation standards are now recommended in most places. Repair damaged fibrous plaster cornice and all failing ceilings.

Walls: Ditto. Internal separating walls between the spaces will need to be repaired/refaced with lime plaster and any new partition walls, compartment walls also skim plaster finished and paint coated. Construction again to meet Building Regulatory standards, unless a fully holistic traditional restoration is affordable and achievable. PVC cladding and plasterboard are fitted to some interior wall surfaces. Within the original first floor rooms some 1960's styled timber cladding is fitted. Exterior walls to be repointed, render repaired to additions and enhancements made. Remove decaying steel and timber safe lintols.

Enhanced fire compartmentation.

Windows and doors: Stone window surrounds, mullions and transoms to be repaired as necessary: Externally, these are to be scarf repaired or replaced/renewed with purpose made traditionally detailed sections. Some window areas are simply boarded over and the panes

and frames are lost. Unsited PVC units removed, particularly where windows do not match in size their masonry openings. To the extensions some large single glazed steel metal framed window are currently utilised. Internally, new FD30S certificated fire doors and frames need to be fitted. A new escape door is required to the rear.

Building Services: Modern services are today an essential expectation for use, and any changes must attain Building Regulation requirements. The approach needs to be sensible, appropriate and compliant for both the building and its use. Plumbing, waste drainage, foul drains and heating systems need updating. The cold water supply needs checking.

Electrical wiring: Circuitry should be tested and an Electrical Inspection Condition Report undertaken. Emergency lighting and detection systems should be added/enhanced.

Floor: Boarded timber floors to be retained and repaired as found necessary. Other floors (including concrete surfaces) to receive fresh coverings to suit their specific use.

Staircases: These are a mix of concrete and timber structures. Repairs and replacements where details are lost or modified is necessary. Handrails to be added.

Other Joinery: Update using traditional materials.

Finishes

Decorations: These are highly variable. Loose flaking and debonding paint to be removed. Lead paints dealt with in accord with the Lead at Work' regulations.

Artex and Asbestos based materials: Full details after sampling and testing by specialists is necessary.

Sheet-based Materials: Ditto. Fire resistance, Integrity and Insulation verified.

Interior Doors: Upgrade or replace to Fire Safety Standards, enhancing fire-stopping and compartmentation as required.

Decay Mechanisms: Address: All damp, timber decay and Mould issues, wherever found.

Thermal Insulation: Add to acceptable standards using materials appropriate for a Listed building.

This outline as incorporated within the LBC/Planning application is hopefully the first of many for this building, but further phases will be subject to sufficient funding becoming available to support the sustainable ongoing use of the premises. It is simply one of repair and minor modification to meet a very basic fire safety requirement for secondary escape in case of fire. It is not a full fire safety audit but the approved proposal will need to meet AD. B of the Building Regulations wherever interventions are made.

4.2 Outline Schedule of Work – Phase One:

- Removal of a decayed steel beam within the later added rear lean-to structure on the rear left-side elevation. The web of this hot rolled section I beam having been infilled with timber packing and covered with natural slate, in an attempt to weatherproof, before the extension builder finished the brick and rubble-stone walling with a cementitious based wet dash rough-cast finish. The largely concealed brick and rubble-stone walling is bedded in a black, lime/ash mortar which is rarely seen in this part of south Wales before circa: 1880 and rarely after the mid-1950's. This differs from that of the white, lime mortar used to bed the coursed Pennant sandstone of the original front and side returns of the main building.
- Include for all necessary dead shoring to ensure the structures stability is retained during the work proposed.
- Cut out all decayed timbers and corroded steel sections that previously extended over a much wider opening to that now evident and which has been partly infilled with concrete blockwork in more recent decades. . applying a sterilising masonry fungicidal solution to address dry and wet rot actions currently evident. Inserting new 150 x 100 mm. reinforced concrete lintols with a minimum of 150 mm end-bearing on suitable masonry bricks or pad-stones. Bed new walling in NHL 2 mortar (mix 1:2) in place of the decayed steel sections and include for vertical and horizontal damp coursing as necessary.
- Pack up with fully bedded rough-cut to follow tightly the masonry to the underside of the impacted original masonry walling with brick and stone cut and rammed into place to ensure that the walling does not have the opportunity to settle and crack.
- Form masonry door jambs and fitting a preservative treated timber rebated exterior door frame (ex.100 x 75 mm) and linings to allow for an opening door of 1980 (ht) x 900 mm in width. The frame wrapped in modern damp course to limit opportunity for fungal action to recommence and caulked and sealed with the masonry.
- The new framed, ledged and braced door to be hung on a pair and a half, stainless steel 100 mm butt hinges and secured internally with a lever push bar and rod operated panic latch to allow rapid egress in the event of a fire. Hanging within this, a frame ledged and braced timber door and frame that is to have ex 25 mm T and G matchboard infilling that is 'vee-jointed' or 'bead and butt' moulded. The framing to be stop-chamfer moulded. This, to copy not dissimilar details existing elsewhere in the building.
- Knot, stop and prime and then apply 3 coats of oil-based paint, finishing with a semi-flat finish to all surfaces and edges. Ideally, a linseed oil-based paint would be utilised. A galvanised chain is to be secured to the door to prevent it swinging more than 90 degrees under wind gusts.
- Finish the exterior of the walling in 3 coat render finishing with a wet-dash cement rough-cast 1:1:6 render feathered into the existing.
- Leave sufficient gap (when hanging) within the door and frame to allow for the inevitable thermal and moisture movements that will typically arise in timber doors and frames exposed to severe winter and summer weather extremes. Concealed EPDM gaskets to be rebated into the rebated frames to facilitate draught proofing.

- Make good internal wall surfaces matching and aligning with existing surfaces and finishes.
- Emergency Lighting: Fit emergency lighting internally and externally within the building at this door position. Upgrade Fire safety signage to current standards.
- These changes are clearly illustrated in the associated application, , annotated photographs, and architectural drawings submitted and are modest with no significant damage accruing to the traditional fabric. It entails repair and minor alteration and refurbishment of the interior and repairs to wet-dash cementitious render externally to the left-side rear addition. sub-division into apartments. Maintenance repairs, cleaning and associated minor landscaping works.
- At the base of the door fit a slotted drainage channel and water bar.
- Externally: Clear vegetation and detritus, spoil and fallen rubble. Clear the surface of the ground (max 150 mm) and then lay a 100 mm concrete (brush-textured) path for a distance of 6.0 metres (approximately), this to allow for safe means of escape in the event of a need to egress under fire conditions to a place of safety at a muster point, far away from the building. The thinking is that this path could in the future serve as a base for laying of Pennant sand-stone flags (if major works are undertaken to the building and the area is regenerated) as a consequence of the Celtic Freeport initiative and their security can be assured.

4.3 Identification of the proposed changes to building elements, components and finishes, setting out the reasoning behind the some potential preferred options for future phases.

The following table is a brief overview of the building's condition and construction. It has been provided purely to assist the listed building consent and planning application and for outlining recommendations.

4.3.1 Exterior:

Element/Component	Construction	Condition	Recommendation	Reasoning
Roof	Redland Cambrian reconstituted tiles that simulate natural slate. Although not the perfect solution it is a relatively close match and currently preserves the fabric keeping much of it wind and waterproof	Good (generally)	Repair locally. Change only if substantial funding available.	To repair and retain the setting of the local heritage asset.
Chimney stacks	Lead cover flashings and stone capping details. Tall clay decorative pots are missing.	Fair	Check carefully from high level if access available. Repoint. Repair/replace some lead in Code 6 or 7. Reinstall tall pots if funds ever become available. Vent redundant flues.	

Rainwater Services	White uPVC sections.	Poor	Replace with cast-sections if funds allow or at least paint black.	
Walls				
Original section	Coursed rock-faced Blue Pennant sandstone to front and side principal elevations bedded in a white lime mortar that is likely to be hydraulic in nature.	Fair/Variable. Eroded mortar joints	Consider repairs, repointing and Josh Conservation cleaning.	Ditto.
Rear Lean-to additions	Cement rendered clay common brickwork and rubble-stone walling to the side and rear elevations. Areas being altered are in poor repair.	Poor.	Undertake repairs and re-render. These later additions are likely to have always had a wet dash finish. Retain as existing or consider a lime based wet dash harling. Otherwise, repair as best able.	
Windows	Deteriorating single glazed stone mullioned rebated surrounds as well as timber windows together with: a few inappropriate PVC double-glazed and steel metal casement single glazed windows, installed over the years.	Fair	Service, adjust as necessary, ensure trickle vent latching is provided, as most applicable. Ideally replace inappropriately sized replacements and temporarily blanked off openings where glazing is missing.	To preserve the interior fabric and create a healthy and energy efficient indoor environment. If funds ever available to warrant, explore discrete secondary conservation inner glazing.
Exterior Doors and frames (Front)	Painted Timber.		Repair and modify or replace to match existing.	To maintain the listed building in a watertight condition and address fire

Proposal (Rear)	Add a new frame ledged and braced paint coated fire door with new frame and reinforced concrete lintols to the head.		Broadly as outlined earlier.	safety, egress and with interior doors fire and smoke requirements.
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4.1.2 Interior

Element/Component	Construction	Condition	Recommendation	Reasoning
Ceilings.	These are generally lath and plaster but some have been repaired/replaced or finished at one time or another. Their condition is widely variable.	Very poor. Much has been lost or severely damaged. The range of new uses proposed will require fire and acoustically attenuated ceilings. There is little virtue in retaining or reinstating in lath other than one ceiling that retains an attractive fibrous plaster ceiling that could be sensitively repaired/conserved.	Replace with modern fire and noise (acoustic) protecting certificated systems.	To meet statutory requirements.

Walls.				
As constructed Office and welfare areas to the original building. This section has been modified a number of over more than 140 years as can be seen by the annotated photographic plates.	Rendered and skim plaster finished or lime mortar plastered generally on to brickwork or stonework but many surfaces have since had finishes removed or board and sheet materials added. Some with lightweight stud walls constructed and clad with inappropriate modern sheet materials/linings.	Poor to fair. Inappropriate interventions over decades. Rising and penetrating dampness evident.	Repairs and improvements will be necessary.	Most visual surfaces do not appear to have any great significance. This has always been a relatively functional use structure. New or repaired walls should be upgraded to meet Building Regulatory and increasing Fire Safety standards. Fire stopping, refinishing and acoustically attenuation is strongly recommended.
Entrance Corridor and central staircase areas.	Concrete sub-floor and steps towards the rear.	Clean and repair where necessary. Retain if practicable or cover with safe floor finishes.		
Staircases Ground floor to 1st floor.	Paint coated, with partially upgraded handrail and nosing's to existing stairs.	Poor.		Reintroduce original form of balustrading to earlier sections of stair where some original newel posts remain but steel balustrade has been inserted. Fix handrail to secondary stairs.
Internal doors and frames.	Most are worn with an ad-hoc mix of flush ply, panelled doors and heavily paint coated damaged timber	Many are relatively modern 1970-2000 date replacements and add nothing to the significance of the heritage asset.	Replace with new certificated fire safety doors and compliance as necessary with approved documents B and M. Door linings	If the opportunity exists, one should ensure that the doors where possible would be of a traditional style. At

	frames, many that will no longer meet modern safety standards. There are some hollow core ply/flush hardboard doors.		are also likely to be in need of renewal as intumescent and smoke seals need adding.	this time appropriately moulded timber architraves could also be reinstated.
Skirting Boards.	Many are scuffed damaged or have different mouldings. They are paint coated and eminently replaceable Torus, Ovalo or Lambs tongue, pencil-round type mouldings and similar details that are best uniformed and scaled to match individual rooms and future uses.	Poor.	As part of any repair or renewal of sections of the building it would be sensible to consider renewing or repairing and matching.	The opportunity could be taken to enhance the Joinery details or repair and match.
Decorations.	Modern synthetic vinyl paints, papers and silica alkyd gloss finishes.	Poor and in need of renewal.	Redecorate but taking appropriate measures where older lead based paints may remain exposed or coated over.	The final designs internal will depend upon the uses and the requirements of the Sea Cadets Organisation. There are at present some regularly updated finishes, whilst others are in a very dilapidated state and need safe stripping and preparation before attempting to redecorate.
Building services	Of varying types and ages.		Upgrade sensitively if budgets allow.	No significance. There are a necessary cost of modern life and building use.
Heating	Redundant solid fuel fireplaces, some of which have been removed and openings blocked..		Overhaul and vent flues if possible.	Service, repair and replace in accordance with modern building regulation requirements, AD L or low energy heat pumps depending on applications.
Ventilation			Upgrader to meet Building Regulatory standards for a Change of Use.	
Electrical services			Upgrade.	There are no significant historic light fittings. LED fittings could be incorporated in communal and

				service areas with possibly decorative light fittings to suit the ambience of the fit out.
Sanitary ware	Modern		Replace/upgrade as required..	No significance upgrade as far as possible.
Kitchen equipment	Modern		Replace/upgrade as required.	No significance upgrade as far as possible.
Attic floor and Roof space	Not visited.		Insulate and ventilate correctly.	

Lighting: The building should be provided with an emergency lighting system as a supplementary measure together with fire detection systems. Given that modern building services have a relatively finite life these impacts are fully reversible should in the future, the building ever revert to single or dual occupancy however unlikely this can be built into its fit-out. Impact - Minimal.

4.2 Reasoning behind the preferred option (Phase One).

The architectural and historic significance of Harbour House should be viewed within the context of its location, the history and the expansion that occurred in Port Talbot during the mid to late 19th and early 20th centuries when the town was rapidly infilling between Aberavon, Margam and the Town-centre as a result of the rapid expansion of docks, coal and metal (copper and tin-plate) manufacture initially and subsequently steel. The building was we suspect not built until at least the second half of the nineteenth century and after the dock was more formally constituted. It is of a neo-Gothic/Tudor revival style that is possibly, built post 1870. Using concrete lintels at the rear that are not visible is deemed appropriate as it will arrest decay far more than the steel and timber original.

In recent decades, there have been a dramatic change in the make-up of society as well as a run-down of most commercial ports and town centres.

The Sea Cadets are very much associated with port life and proactively support a true and balanced egalitarian community.

Historic buildings within NPTCBC (like many others across the UK) are currently facing enormous challenges posed by the impacts of obsolescence in its many forms and the huge societal changes arising that are related to Brexit, the Covid pandemics, inflationary pressures, energy crisis and climate change induced. This proposal safeguards an existing use which is wholly relevant to a rejuvenated port.

Their occupation (with appropriate help and support) can continue to contribute to the long-term care and sustainable management of this building; retaining it for the benefit of all that live and visit Port Talbot.

The front facing façades should be repaired and maintained in a sympathetic manner but acknowledging that at the rear the various additions are a hotch-potch of interventions that are of little true historic significance but afford a basic range of facilities that allow the building to function in use. It is hoped that the authority will work in a supportive manner with the Cadets to meet ever increasing standards and expectations.

5.0 ASSESSMENT OF IMPORTANCE / SIGNIFICANCE OF HISTORIC ASSET

IMPORTANCE / SIGNIFICANCE	ARCHAEOLOGICAL REMAINS	HISTORIC BUILDINGS	HISTORIC LANDSCAPES
Very High (international)*	World Heritage Sites Other sites of acknowledged international importance Sites that can contribute significantly to acknowledged international research objectives	World Heritage Sites Other buildings of recognized international importance	World Heritage Sites Historic landscapes of international value, whether designated or not Extremely well preserved historic landscapes with exceptional coherence, time depth, or other critical factor(s)
High (National)*	Scheduled Ancient Monuments Undesignated schedulable importance sites of quality and Sites that can significantly contribute to acknowledged international research objectives	Scheduled Ancient Monuments with standing remains Grade I and all Grade II* Listed Buildings (Scotland Category A) Other listed buildings that can be shown to have exceptional qualities in their fabric or historical associations not adequately reflected in their listing grade Conservation Areas containing very important buildings Undesignated structures of clear national importance	Designated historic landscapes of outstanding interest Undesignated landscapes of outstanding interest Undesignated landscapes of high quality and importance, and of demonstrable national value Well preserved historic landscapes, exhibiting considerable coherence, time depth or other critical factor(s)
Medium (Regional)*	undesignated assets that contribute to regional research objective	Grade II Listed Buildings (Historic (unlisted) buildings that can be shown to have exceptional qualities in their fabric or historical associations Conservation Areas containing buildings that contribute significantly to its historic character Historic townscape or built-up areas with important historic integrity in their buildings, or built settings (e.g. including street furniture and other structures)	Designated special historic landscapes Undesignated historic landscapes that would justify special historic landscape designation, landscapes of regional value Averagely well-preserved historic landscapes with reasonable coherence, time depth or other critical factor(s)
Low (Local)*	undesignated assets of local importance Assets compromised by poor preservation and/ or poor survival of contextual associations Assets of limited value, but with potential to contribute to local research objectives	Locally listed buildings (unlisted) buildings of modest quality in their fabric or historical association Historic townscape or built up areas of limited historic integrity in their buildings, or built settings (e.g. including street furniture and other structures)	Robust undesignated historic landscapes Historic landscapes with importance to local interest groups Historic landscapes whose value is limited by poor preservation and/or poor survival of contextual associations
Negligible*	Assets with very little or no surviving archaeological interest	Buildings of no architectural or historical note	Landscapes with little or no significant historic interest
Unknown*	The importance of the resource has not been ascertained	Buildings with some hidden (i.e. inaccessible) potential for historic significance	

Adapted from Design Manual for Roads and Bridges, Volume II, Section 3, Part 2 (2007)

5.1 MAGNITUDE OF IMPACT ON THE HISTORIC ASSET

MAGNITUDE OF IMPACT	ARCHAEOLOGICAL REMAINS	HISTORIC BUILDINGS	HISTORIC LANDSCAPES
Major	Change to most or all key archaeological materials, such that the resource is totally altered Comprehensive changes to setting	Change to key historic building elements, such that the resource is totally altered Comprehensive changes to setting	Total change to historic landscape character resulting from: Changes to most or all key historic landscape elements, parcels or components Extreme visual effects Gross change to noise or change to sound quality Fundamental changes to use or access
Moderate	Changes to many key archaeological materials, such that the resource is clearly modified Considerable changes to setting that affect the character of an asset	Changes to many key historic building elements, such that the resource is significantly modified Changes to the setting of an historic building, such that it is significantly modified	Moderate change to historic landscape character resulting from: Changes to many key historic landscape elements, parcels or components Visual change to many key aspects of the historic landscape Noticeable differences in noise or sound quality Considerable changes to use or access
Minor	Changes to key archaeological materials, such that the asset is slightly altered Slight changes to setting	Change to key historic building elements, such that the asset is slightly different Change to the setting of an historic building, such that it is noticeably changed	Limited change to historic landscape character resulting from: Changes to few key historic landscape elements, parcels or components Slight visual changes to few key aspects of the historic landscape Limited changes to noise levels or sound quality Slight changes to use or access
Negligible	Very minor changes to archaeological materials, or setting	Slight changes to historic buildings elements or setting that hardly affect it	Very small change to historic landscape character resulting from: Very minor changes to key historic landscape elements, parcels or components Virtually unchanged visual effects Very slight changes to noise levels or sound quality Very slight changes to use or access
No change	No change	No change	No change

5.2 SIGNIFICANCE OF IMPACT ON THE ASSET

MAGNITUDE OF IMPACT	VERY HIGH	HIGH	MEDIUM	LOW	NEGLIGIBLE
NO CHANGE	Neutral	Neutral	Neutral	Neutral	Neutral
NEGLIGIBLE	Slight	Slight	Neutral/Slight	Neutral/Slight	Neutral/Positive
MINOR	Moderate / Large	Moderate / Slight	Moderate	Slight	Neutral
MODERATE	Large / Very Large	Moderate / Large	Moderate	Slight	Neutral/ Slight
MAJOR	Very Large	Large / Very Large	Moderate/ Large	Slight/ Moderate	Slight

Adapted from ICOMOS guidance, Jan (2011).

MITIGATION: The works proposed have mitigated as much harm as possible to the asset by good design and minimising the intervention necessary to achieve these outcomes. The proposal uses appropriate materials and good quality design, as well as having considered the likely impact on the setting, surrounding buildings and environment.

6.0 CONCLUSION and OVERALL SUMMARY OF THE ASSESSMENT OF IMPACT ON THE HISTORIC ASSET

This potentially an attractive building that could help anchor the dock redevelopment. The magnitude of the works proposed in Phase One are minimal, modest and essential to maintain and facilitate ongoing operation and safe use of the building. On this basis, it is felt that there is sufficient justification to undertake the proposed works and that the actual overall outcome will be beneficial to the viability of the premises and the future regeneration of the Talbot docks.

Significant further repairs and upgrading works are required to the building and it is hoped that the authority and funders will be hugely supportive and not at all negative to granting and support for this to ensure the safety and viability of the premises.

This application offers a viable, continuing and sympathetic use for the building. The support of all parties reading it, is urged to ensure sustainable ongoing use.

Trevor Francis

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