

## 12 Socio-economics

### 12.1 Introduction

12.1.1 This chapter considers the potential socio-economic effects of the proposed development during both construction and operation and focusses on the following broad receptor groups:

- Local residents;
- Local businesses;
- Community facilities;
- Land use (existing and future);
- The local and regional economy (employment and supply chain); and
- Tourism and recreational facilities, including Public Rights of Way (PRoW).

12.1.2 The assessment considers both potential direct and indirect effects arising from the proposed development. Direct effects are generally focussed on the development boundary (e.g. the red line) as well as any working areas required for construction (e.g. temporary compounds / haul routes etc.). Potential indirect effects can occur over a larger area but generally focus on amenity effects which may occur in the communities or resources (e.g. PRoW) in the areas surrounding the proposed development.

12.1.3 This chapter considers the potential socio-economic impact of the project during both construction and operation. Where possible, consideration has also been paid to the proposed operational ‘phases’, acknowledging that some impacts (e.g. creation of operational jobs) will vary at each proposed development phase.

12.1.4 The phases referred to within the Chapter are as follows:

**Table 12.1: GCRE Phasing**

Phase	Description
Phase One	The opening of the 4.5km test track, largely for testing infrastructure and some stabling facilities, in 2023.
Phase Two	The addition of the 6.9km test track primarily for testing rolling stock in 2024.
Phase Three	The addition of expanded stabling facilities and research facilities in 2025.

## 12.2 Review of proposed development

12.2.1 In reviewing the proposed development as described in Chapter 3 of this ES, the following elements are considered to be of particular relevance to the assessment of socio-economic effects.

12.2.2 During construction, the proposed development has the potential to bring both positive and adverse socio-economic effects as follows:

- Potential employment and training opportunities which could benefit the local and regional economies;
- Wider multiplier effects associated with construction staff living and working in the local area and through the procurement of materials from local businesses;
- Temporary land-take associated with the construction which could impact on existing and future land uses;
- Potential effects on the local community (residents, businesses and community facilities); and
- Potential effects (temporary and permanent) on the PRoW and recreation network in the area of and surrounding the proposed development.

12.2.3 In designing the proposed development mitigation for socio-economic effects has been embedded as part of the scheme, for example, PRoW would be diverted prior to construction. The embedded mitigation measures proposed are set out in detail within the outline Construction Environmental Management Plan (CEMP) (Appendix 3A).

12.2.4 During operation, the proposed development has the potential to bring the following socio-economic effects:

- Potential permanent / longer-term impacts on the PRoW and recreational network in the area;
- Potential permanent land take which could impact on current and future land uses (including common land);
- Potential employment generation associated with the project;
- Potential wider benefits in terms of companies using the facility and multiplier effects this could bring for services / facilities in the local area; and
- Potential indirect effects of the operation on the local community, with reference to other ES chapters where necessary (e.g. Noise).

## 12.3 Legislation, policy context and guidance

12.3.1 Specific Legislation, Policy and Guidance of relevance to the assessment of socio-economic effects are set out below.

## Legislation

- 12.3.2 Legislation which is relevant to this assessment is summarised below.
- 12.3.3 **The Commons Act 2006**<sup>1</sup> makes provision in relation to common land and town or village greens. The legislation includes for registration, deregistration and exchange of land and the statutory processes through which a scheme must progress.
- 12.3.4 **The Countryside and Rights of Way Act 2000** gives the public right of access to registered common land and land mapped as ‘open country’.
- 12.3.5 A total of 115.7 hectares (ha) within the development boundary is designated Common Land known as Mynydd-y-Drum (reference: BCL78), a further area to the north of the site known as Land at Abercrave Station (BCL136) is also designated Common Land.
- 12.3.6 Both Powys County Council (PCC) and Neath Port Talbot County Borough Council (NPTCBC) are required by law to publish a **Public Right of Way Definitive Map** which shows all the footpaths, bridleways, restricted byways and byways open to all traffic (BOAT). If any changes are proposed to the definitive map, either temporarily or permanently, legal orders must be made by the relevant Local Authority.
- 12.3.7 There are several designated PRow within the development boundary that will require diversion and this is presented in detail later in this Chapter. This sets the principle of the change required to accommodate the scheme, however the detail of any diversion or new routes would be formally agreed through the above orders process led by PCC and NPTCBC, outside of the outline planning process (subject to consent).

## Policy context

### National Policy

- 12.3.8 Planning Policy Wales (PPW) Edition 11 sets out the land use planning policies of the Welsh Government. The relevant sections of PPW11 to the socio-economic assessment include:
- Strategic and Spatial Choices;
  - Active and Social Places;
  - Productive and Enterprising Places;
  - Distinctive and Natural Places.
- 12.3.9 In relation to Economic Development, paragraph 5.4.2 states that ‘*economic land uses include the traditional employment land uses*

<sup>1</sup> <http://www.legislation.gov.uk/ukpga/2006/26/contents/2014-01-09>

*(offices, research and development, industry and warehousing), as well as uses such as retail, tourism, and public services.*

- 12.3.10** In relation to the rural economy, paragraph 5.6.7 sets out that: *‘businesses in rural areas are essential to sustain and improve rural communities.’*
- 12.3.11** In relation to tourism, paragraph 5.5.1 states that: *‘tourism involves a wide range of activities, facilities and types of development and is vital to economic prosperity and job creation in many parts of Wales’*. Paragraph 5.5.3 sets out that that: *‘in rural areas, tourism-related development is an essential element in providing for a healthy and diverse economy. Here development should be sympathetic in nature and scale to the local environment.’*
- 12.3.12** In relation to recreation, paragraph 4.51 outlines that: *‘recreational spaces are vital for our health, well-being, amenity and can contribute to an area’s green infrastructure.’*
- 12.3.13** Technical Advice Note (TAN) 23: Economic Development builds on the broad definition of economic development set out within PPW11 and states that *‘economic development is development where the resulting space will be occupied by economic activities’*. It sets out high level planning objectives for economic development which includes recognition that economic benefits arising from development may spread beyond the area in which the development is located. As a consequence of this, the TAN states that *‘it is essential that the planning system recognises and gives due weight to, the economic benefits associated with new development.’*
- 12.3.14** TAN 13: Tourism states that tourism *‘makes a major contribution to the Welsh economy, provides employment in a wide variety of occupations and can bring benefits to local economies and communities in urban and rural areas.’* The TAN sets out the approach that the planning system should take with regards to tourism development, specifically; hotels, holiday and touring caravans and seasonal and holiday lettings.

### **Local Policy**

- 12.3.15** The proposed site lies on the border of Neath Port Talbot County Borough Council (CBC) and Powys County Council and as such the following local policy documents are relevant to the scheme:
- Neath Port Talbot CBC Local Development Plan (2011-2026), Adopted January 2016; and
  - Powys Local Development Plan (2011-2026), Adopted April 2018.
- 12.3.16** Relevant policies from these plans are summarised in Table 12.2 with commentary where the assessment considers these further.

**Table 12.2: Relevant Local Planning Policy**

<b>Policy</b>	<b>Summary</b>	<b>Considerations</b>
<i>Neath Port Talbot Local Development Plan</i>		
SP4	Relates to infrastructure. It states that developments will be expected to make efficient use of existing infrastructure and where required make adequate provision for new infrastructure, ensuring that there are no detrimental effects on the area and community.	Impact of new infrastructure on local residents, businesses and community facilities.
SP11	New and expanding employment developments will be encouraged through land allocations, supporting existing employment uses, encouraging employment uses in settlement limits.	Impact of new development on job creation during construction and operation.
SP14	States that the countryside (including agricultural land) should be protected and where possible enhanced.	Impact of the proposed development on existing land uses.
EC5	Employment development outside settlement limits will be supported where it adjoins a settlement, the site is in a sustainable location, it is serviced or can be readily serviced, and/or the development would not have a detrimental impact on the amenities of neighbouring residential or commercial property, the environment, landscape or highway safety.	Assessment of impact on the development on the amenity of key receptors e.g. local residents.
TO4	Makes reference to specific walking and cycling routes and states that development which would adversely impact on them will be resisted. These include TO4/1 Wales Coast Path, TO4/2 Cognation Mountain Bike Trails, TO4/3 Great Dragon Ride route.	Assessment of the impact of development on recreational routes in the area.
TR2	Sets out that developments will only be supported where they do not compromise safe use of the highway, include appropriate levels of parking for vehicles and cycles and is accessible by multiple means.	Consideration of results of transport and access assessments and how access considerations could impact amenity of residents and businesses.
<i>Powys Local Development Plan</i>		

Policy	Summary	Considerations
SP2	Sets out the amount of land needed to support employment growth. The policy sub-text states that ‘it is important that the LDP supports economic development’.	Assessment of the economic benefits/disbenefits of the scheme and the impact it could have on the economic development of the area.
E2	Relates to employment proposals on non-allocated employment sites. It states that this will be supported where it can be shown that the proposed use cannot reasonably be accommodated on existing site, or where the proposal is small in scale (less than 0.5ha) or for the extension/expansion of existing sites, or where it is supported by a business case justifying the proposed location.	Assessment of economic benefits of the scheme to the local area and consideration of other ES chapters e.g. LVIA and the impact on the surrounding environment.
T1	Development proposals should incorporate safe and efficient transport measures for all users, manage impacts on the transport network and minimise demand on public transport.	Impact of the proposed development on the existing transport network/access for surrounding uses including PRow and cycle routes.

## 12.4 Scoping and consultation

### Scoping

- 12.4.1** A formal Environmental Scoping Report (September 2019) was submitted to Neath Port Talbot CBC and Powys County Council in order to agree the scope of the ES.
- 12.4.2** Chapter 5 of this Scoping Report included the proposed approach and scope of this socio-economic assessment. This proposed a study area which considered potential effects within 2km of the proposed development with wider impacts (e.g. economic effects) being considered over a wider area (county council areas) or a regional area.
- 12.4.3** The report included a high-level summary of the baseline situation, a summary of key potential effects, a high-level approach in terms of assessment methodology and a summary of planned consultation.
- 12.4.4** A formal Scoping Opinion was received in November 2019 and the pertinent points in relation to the assessment of socio-economic effects are summarised in Table 12.3, with a response as to how the advice received has been taken onboard within this assessment.

**Table 12.3: Response to scoping opinion**

Scoping opinion clause	Response
The approach and methodology are largely agreed, albeit it is noted that it will be important to predict the potential wider socio-economic benefits.	This has been addressed within the assessment of effects. Further detail in relation to the wider socio-economic benefits of the proposed development has also been assessed within the Outline Business Case.
It is noted that there is no mention of any potential increase in use of the rail link both during construction and operation. This needs to be assessed in the ES, first through an assessment of the use of the rail link, followed by a consequential assessment of any socio-economic impacts. This could most likely include impacts on communities associated with any intensification in use in terms of connectivity, should rights of way or crossing points be adversely affected.	This is addressed throughout this chapter both within the baseline and the assessment of effects. The existing rail line is referred to as the wider study area for the purposes of the assessment.
The scoping report confirms that the proposed development is sited on Common Land known as Mynydd-Y-Drum.	The Common Land status of the site has been acknowledged within the baseline and is addressed under 'land use' within the assessment of effects.

## Consultation

**12.4.5** Consultation has been undertaken with the Public Rights of Way Officers in each respective Local Authority during the preparation a of this Chapter and through the statutory pre-application consultation process on the proposed development.

**12.4.6** In addition, the local community has had the opportunity to comment on the assessment as part of the pre-application consultation process and their comments are addressed within this Chapter in terms of the proposed development's impact on jobs and the local economy, and impact on PRoW and recreational routes.

## 12.5 Methodology

### Overview

**12.5.1** There is no definitive guidance or methodology for the assessment of socio-economic effects; as such the assessment draws on existing industry accepted practice. The focus of the assessment is on determining whether effects would change patterns of activity; social or economic within the local area surrounding the proposed development. The assessment methodology should be read in conjunction with the scope of the socio-economic assessment which is outlined in the previous section.

### Methodology for establishing baseline conditions

12.5.2 Data for this Chapter has been gathered from a number of sources to inform the socio-economic baseline and assessment; these are listed in this section.

### **Desk study**

12.5.3 This ES Chapter has drawn from a variety of desk-based sources including:

- National policy and local development plan documents and guidance;
- Official labour market statistics (Office for National Statistics (ONS) and Nomis<sup>2</sup>);
- Visit Wales statistics;
- Agricultural Land Classification (ALC) information<sup>3</sup>;
- PRoW and formal cycle networks from OS data and a variety of web resources including local authority mapping;
- Neath Port Talbot and Powys Council Definitive Public Rights of Way mapping;
- NRW Open Country Mapping and Registered Common Land Mapping<sup>4</sup>;
- Residential, commercial, industrial and tourism receptors from OS data and site surveys;
- Area of common land identified through online mapping; and
- Online aerial photograph resources (Google Earth).

### **Survey work**

12.5.4 An initial site walkover was undertaken in January 2020 in order to understand the proposed development, gather baseline data on the main socio-economic receptors and begin to understand the potential effects.

12.5.5 Site work has included a review of the PRoW network in the local study area and the wider study area.

### **Spatial Scale**

12.5.6 The socio-economic baseline has been considered at two spatial levels as defined below.

### **Local Study Area**

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<sup>2</sup> A service provided by the Office for National Statistics, to give you free access to the most detailed and up-to-date UK labour market statistics from official sources.

<sup>3</sup> Available on the Lle Geo-Portal, an open source catalogue of environmental data developed by Welsh Government and Natural Resources Wales.

<sup>4</sup> Available on the Lle Geo-Portal



**12.5.7** The local study area is a focussed study area and has been taken to be the area within 1km of the red line surrounding the site (herein referred to as the development boundary). After a visit to site and an assessment of topography and surrounding land uses, it is considered that that this is a suitable study area to be able to consider key receptors. The development boundary is shown in ES Figure 1.1.

**12.5.8** For the purposes of the baseline, the local study area utilises data related to the ward areas of Seven Sisters and Onllwyn (Neath Port Talbot) and Ystradgynlais, Tawe-uchaf and Aber-craf (Powys) given that the area within 1km of the development boundary crosses these ward boundaries. As a result of this, it is acknowledged that for the purposes of the baseline, the local study area covers a greater area than the development boundary. Notwithstanding this, it is considered to provide an adequate picture of the area for the purposes of this socio-economic assessment.

### **Wider Study Area**

**12.5.9** It is acknowledged that the proposed development has the potential to impact existing socio-economic receptors along the existing railway line, as identified in the Scoping Opinion. As such, in addition to the local study area, a baseline scenario is also presented for a wider study area. The wider study area comprises the existing railway line extending from Aberdulais in the south, to Onllwyn in the north and the area within 1km of this railway line as shown in Volume III, Figure 12.1. The socio-economic effects of the proposed development on the wider study area are assessed separately in the Assessment of Effects from section 12.10 onwards.

**12.5.10** The baseline presented in relation to the wider study area has concentrated on amenity effects on local businesses and local residents, as well as potential impacts on access, as these are likely to be the only impacts arising from the proposed development at this spatial scale.

### **Assessment methodology**

**12.5.11** The significance of a socio-economic effect has been determined by assessing both the magnitude of the effect and the sensitivity of the receptor.

**12.5.12** Effects are also considered in relation to their nature and classified into direct or indirect effects. Only those receptors within the development boundary (red line) or situated along construction routes are expected to experience direct effects.

**12.5.13** The socio-economic assessment also explores potential indirect effects on receptors normally related to effects on amenity. This assessment focusses on receptors that are vulnerable to indirect effects such as severance, or amenity effects relating to construction / operational

activities (e.g. noise). Where a receptor is not sensitive to its local amenity, potential effects are not considered.

### Significance Criteria

- 12.5.14 Appropriate sensitivity and magnitude criteria have been developed, based on professional judgement and industry best practice. These criteria differ slightly from those set out in other ES Chapters and are considered appropriate for the socio-economic assessment.
- 12.5.15 The sensitivity of a receptor relates to the scope for the receptor to overcome an effect. For example, an effect on a distribution facility owned by a firm with multiple premises in the local area with spare capacity would be viewed as less sensitive than an equivalent firm for which the affected distribution facility is its only property.
- 12.5.16 Table 12.4 provides definitions of the sensitivity criteria used in the assessment.

**Table 12.4: Sensitivity Criteria**

	Definition of sensitivity
High	<p>Businesses, individuals, groups of individuals, or other receptors possessing very significant economic, social or community value, that are considered very likely to incur a material loss or gain as a result of potential changes in the environment.</p> <p>For example: a national trail; residential properties, business premises or tourism facilities where they are directly affected; irreversible effects on Grade I Best Most Versatile (BMV) agricultural land.</p>
Medium	<p>Businesses, individuals, groups of individuals, or other receptors possessing some significant economic, social or community value, that are considered likely to incur some material loss or gain as a result of potential changes in the environment.</p> <p>For example: a regional trail, long distance path, or national cycle network; irreversible effects on Grades 2 and 3a BMV agricultural land, residential properties, business premises of tourism facilities where they are situated in the development boundary.</p>
Low	<p>Businesses, individuals, groups of individuals, or other receptors possessing limited economic, social or community value, that are not considered likely to incur a material loss or gain as a result of potential changes in the environment.</p> <p>For example: a footpath, bridleway or permissive trail, effects on Grade 3b to Grade 5 agricultural land, residential properties, business premises or tourism facilities where they are in the study area but not likely to be affected.</p>

- 12.5.17 Sensitivity is a key dimension to the assessment of indirect amenity effects. This can be illustrated by considering an adverse visual effect on two different receptors<sup>5</sup>. For a tourism business the visual effect could have a negative effect on activity whereas for a distribution company the effect would not be expected to affect business activity.

<sup>5</sup> When considering indirect amenity, the assessment does not include individual residential properties unless they have a business function which is considered to have an amenity value (e.g. B&B accommodation).

As such, the sensitivity for the amenity assessment is essentially a binary choice; either a resource is sensitive to amenity effects or it is not. Sensitive resources would be expected to largely comprise tourism resources, outdoor community resources and specialised manufacturing which is sensitive to noise/vibration effects

**12.5.18** The magnitude of an effect represents its severity. Key factors to be considered when assessing magnitude include the extent (number of groups and/or individuals<sup>6</sup>, or businesses affected) and the value of the resource. For example, an effect on a heavily trafficked PRoW which is part of a National Trail would have a higher magnitude than an effect on a local footpath.

**12.5.19** Table 12.5 provides definitions of the magnitude of impact criteria used in the assessment.

**Table 12.5: Magnitude of Impact**

	<b>Definition of magnitude</b>	<b>Amenity effects</b>
Major	An adverse or beneficial effect that would be likely to result in total or permanent changes to baseline conditions for a large number of businesses, individuals, groups of individuals, or other receptors.	Two or more residual significant effects are identified where both are major in nature.
Moderate	An adverse or beneficial effect that would be very likely to result in partial changes to baseline conditions for a moderate number of businesses, individuals, groups of individuals, or other receptors.	Two residual significant effects are identified with one being major in nature.
Minor	An adverse or beneficial effect that would be likely to result in minor changes to baseline conditions for a small number of businesses, individuals, groups of individuals, or other receptors.	Two residual significant effects are identified with both being moderate or less in nature.
Negligible	An adverse or beneficial effect that would be likely to result in little or no change to baseline conditions for businesses, individuals, groups of individuals, or other receptors.	One residual or no significant effects identified.

**12.5.20** The significance of a socio-economic effect is determined by combining both the magnitude of the effect and the sensitivity of the receptor.

**12.5.21** Table 12.6 illustrates how the sensitivity and magnitude criteria are used to assess significance

<sup>6</sup> For the purposes of the assessment individuals refers to users of a receptor/resource (e.g. a PRoW or community facility) and does not include individuals in the sense of residential properties.

**Table 12.6: Significance of Effects**

		Sensitivity		
		High	Medium	Low
Magnitude	Major	Severe	Major	Moderate
	Moderate	Major	Moderate	Minor
	Minor	Moderate	Minor	Minor
	Negligible	Minor	Minor	Negligible

## 12.6 Limitations and assumptions

12.6.1 The assessment has been completed on the basis of the following limitations and assumptions.

### Limitations

12.6.2 This assessment has been progressed on the basis of information known at the time of writing and has considered site analysis, desk-based work and information gathered through the consultation process.

12.6.3 In the absence of published guidance and advice in relation to socio-economic assessment, the assessment utilises a methodology which has been established, tested and accepted through other major schemes (for example High Speed 2, the Hinkley Connection Project) and relies in part on the professional judgement of the author in drawing conclusions.

### Assumptions

12.6.4 The following assumptions should be noted with respect to this socio-economic assessment.

- Construction employment data has been informed by the Outline Business Case (OBC) prepared for GCRE and the subsequent addendum document<sup>7</sup> and is based on experience on similar projects / is considered to represent the most accurate way of assessing potential employment benefits of the proposed development.
- Indirect amenity effects have been assessed based on both the findings of other related assessments including visual, traffic, noise and air quality effects, as well as professional judgement / experience in this field.
- The timescales referred to within the assessment are based on the construction programme at the time of writing. This may change during detailed design once a main contractor has been appointed.

<sup>7</sup> Arup (2020) Welsh Government Global Centre of Rail Excellence Outline Business Case

## 12.7 Baseline Environment

12.7.1 This section of the chapter provides the socio-economic baseline against which the assessment of potential effects is completed. This is structured under a number of key headings and provides data of relevance to the following receptor groups:

- Local Communities (including demographics and community facilities);
- Economic Profile (including local businesses);
- Land use (existing and future);
- Tourism and recreational facilities, including PRow.

12.7.2 Wherever possible in compiling this baseline, data is presented at the local level. However, in instances where data collation is only undertaken at higher spatial scales, this data is used as reflective of the local situation.

12.7.3 It should also be noted that for the purposes of this assessment, as noted with the ES introductory chapter, the baseline situation has been taken as the ‘future baseline’ i.e. based on a remediated site after mining operations has ceased and the site has been restored as approved by the Celtic Energy application for Nant Helen Complementary Restoration Earthworks (Planning Application References: P2020/0362 (NPT) and 20/0738/FUL (Powys)).

### Local Communities

12.7.4 The settlements nearest to the development boundary are shown in the table below:

**Table 12.7: Nearest Settlements to the development boundary**

Settlement	Approximate Distance from Centre of Main Site
Penrhos, Neath Port Talbot	2.0 kilometres west
Cae'r-bont, Powys	1.7 kilometres west
Caer-Lan, Powys	1.9 kilometres north
Caehopkin, Powys	1.4 kilometres north
Seven Sisters, Neath Port Talbot	2.2 kilometres south
Abercrave, Powys	1.9 kilometres north
Onllwyn, Neath Port Talbot	2.2 kilometres south

12.7.5 There are also a number of settlements located within the wider study area which are as follows: Onllwyn, Seven Sisters, Cilfrew, Aberdulais and Tonna.

- 12.7.6 The assessments made in relation to residential amenity from section 12.10 onwards relate to residences located in the abovementioned settlements. In addition, the assessment also considers farm owners, tenants and isolated residential dwellings located outside settlement boundaries located within 1km of the development boundary.
- 12.7.7 The existing railway line does sever some of the settlements presented in Table 12.7 and where this is the case there is an existing crossing point in place. These crossing points were surveyed during a visit to site in January 2020 in order to understand their location, primary function (e.g. serving an individual property) and current condition.
- 12.7.8 For the purposes of the baseline the statistical data presented in the baseline data comprises data for the wards of Tawe Uchaf, Seven Sisters, Aber-craf, Ystradgynlais and Onllwyn given that data is only readily available up to a ward level.

### Population

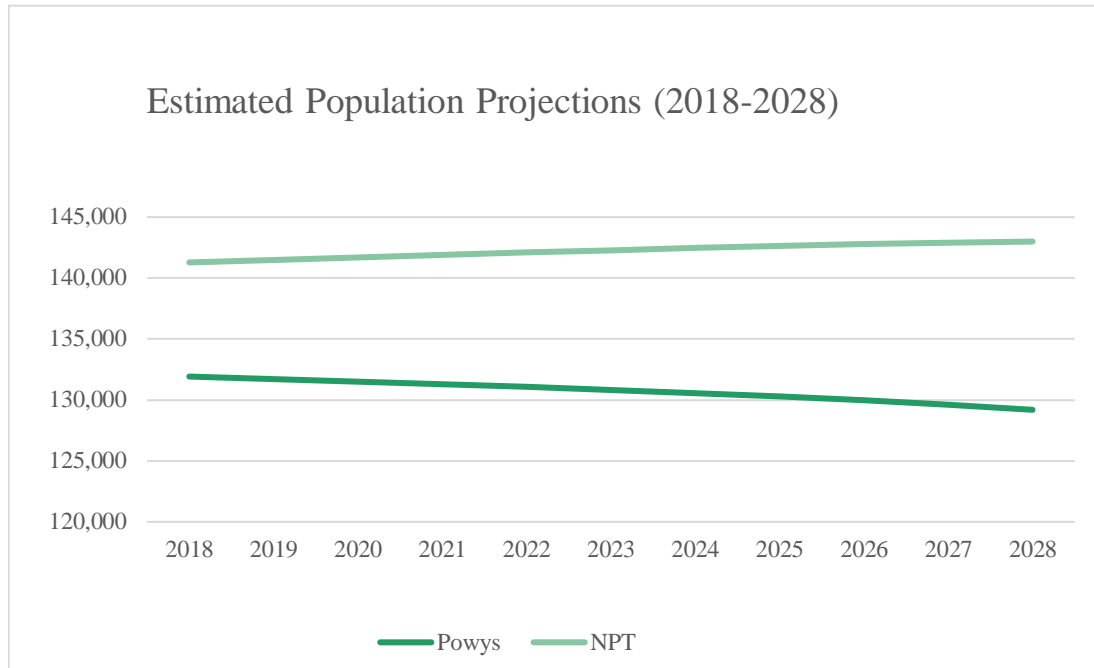
- 12.7.9 At the time of the 2011 census, there was a total usual resident population within the local study area of 9,403 people with an average density of 1 person per hectare, evidencing the largely rural nature of the local study area. This compares to a total population in Powys of 132,976 persons and a total population in Neath Port Talbot of 139,812 persons<sup>8</sup>.
- 12.7.10 Population estimates are only available at a county level and data from 2018 suggest that the population of Powys has slightly decreased compared to 2011 census data, with an estimated population of 132,400. By contrast, it is estimated that the population of Neath Port Talbot has increased to 142,900<sup>9</sup>.
- 12.7.11 Population projections estimate that this trend is expected to continue over the next 10 years<sup>10</sup> as shown in the graph below.

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<sup>8</sup> ONS Census (2011) KS101EW – Usual Resident Population

<sup>9</sup> Annual Population Survey (2019)

<sup>10</sup> StatsWales (2014) Population projections by local authority and year, available online at: <https://statswales.gov.wales/Catalogue/Population-and-Migration/Population/Projections/Local-Authority/2014-based/populationprojections-by-localauthority-year>. [Date accessed: 23.12.19]



**Figure 12.1 Estimated Population Projections by Local Authority and Year (2018-2028)**

### Age Structure

**12.7.12** In terms of age structure, 2011 census data shows that 8.6% of the local study area is aged between 18 and 24 whilst 21.3% of the local study area population is aged over 65.

**12.7.13** At a local authority level, Powys has a larger proportion of the population aged over 65 (22.8%) compared with neighbouring Neath Port Talbot where the figure stands at 18.5% of the population. In terms of younger people, in Powys 7% of the population is aged 18-24 whereas in Neath Port Talbot, the percentage of 18-24-year olds is 8.1%.

### Qualifications

**12.7.14** The level of qualification across the study area is generally consistent with the average figures for Neath Port Talbot. Overall the level of qualification across the local study area falls below the average figures for Powys local authority area. In particular, the percentage of the population with no qualifications is high, 23.7% of the total population, this compares with a figure of 22% for Neath Port Talbot, 15.4% for Powys and an England and Wales figure of 15%<sup>11</sup>.

<sup>11</sup>ONS Census (2011) - KS501EW – Qualifications and Students

12.7.15 The level of qualification across the local study area in comparison with the wider local authority areas is presented in more detail in the figure below.



**Figure 12.2 Level of Qualification in Local Study area and Local Authority Area (Source: Census 2011)**

**Deprivation**

12.7.16 Statistics on deprivation have been found using the Welsh Index of Multiple Deprivation (WIMD) 2019<sup>12</sup>.

12.7.17 Within the Neath Port Talbot local authority area, there are 91 LSOAs. A total of 14 LSOAs are within the 0-10% most deprived in Wales in terms of overall deprivation, however none of these are within close proximity to the development boundary.

12.7.18 By contrast, out of 79 LSOAs in Powys, only 1 is in the 0-10% most deprived in Wales in terms of overall deprivation. This LSOA is known as ‘Ystradgynlais 1’ and is located just east of the development boundary.

12.7.19 The development boundary crosses the boundary of two LSOAs: Tawe-Uchaf and Aber-craf. In terms of overall deprivation, both LSOAs fall within the 30-50% most deprived LSOAs in Wales. In terms of other indicators however there are differences. For example,

ations and Students  
019) WIMD – available online at:  
<https://wimd.gov.wales/geography/la/W06000023?lang=en#&min=0&max=10&domain=overall> [date accessed: 02.01.20]



in terms of ‘access to services’ Taw Uchaf falls within the the 10% most deprived in Wales whilst Aber-Craf remains in the 30-50% most deprived bracket.

- 12.7.20 There are also variations in terms of LSOAs situated along within the wider study area. Onllwyn and Seven Sisters have higher overall deprivation compared with Tawe Uchaf and Aber-craf, falling within the 20-30% most deprived in Wales. This is also the case in terms of other key indicators e.g. employment.

## Economic Profile

### Employment & Economic Activity

- 12.7.21 Economic data for the local study area is only available using 2011 census data. According to this data, economic activity across the local study area is low compared with similar data at a county and national level. Total economic activity is 61.6% compared to 62.3% in Neath Port Talbot, 69.6% in Powys and 65.8% in Wales<sup>13</sup>.
- 12.7.22 According to data obtained from the Annual Population Survey, which is available to a county level, the economic activity rate in both Neath Port Talbot and Powys is consistent with the Welsh average and has increased compared to 2011 figures across all areas.
- 12.7.23 In Neath Port Talbot 72.5% of those aged 16-64 are economically active with an employment rate of 72.7%. These figures fall just below the Welsh figures of 76.2% and 73.3% respectively. In Powys, the rate of economic activity and the employment rate measure just above the Wales average. Of those aged 16-64 in Powys, 79.8% are economically active, with the overall employment rate standing at 75.7<sup>14</sup>.

### Employment by Sector

- 12.7.24 In terms of key sectors across the local study area, the largest employment sector (by broad industrial group) is health which employs 24% of total employees within the local study area, other notable employment sectors include education, construction, business administration and accommodation and food services.
- 12.7.25 Employment within the local study area is shown in further detail in figure 12.4 below<sup>15</sup>.

<sup>13</sup> ONS Census (2011) QS601EW - Economic activity

<sup>14</sup> ONS (2020) Annual Population Survey, Estimate 12 months to September. Available online at: <https://www.nomisweb.co.uk/query/construct/components/date.asp?menuopt=13&subcomp=> [date accessed: 24.02.20]

<sup>15</sup> N.B. Figure is based on employment by Broad Industrial Group obtained from the Business Register and Employment Survey (BRES) data (2018). This data excludes farm agriculture (SIC subclass 01000). As such agriculture appears as 0 however, given the rural nature of the study area, it should be noted that there is likely to be employment in the agriculture sector.

12.7.26 Health is also the largest employment sector in Powys at a county level as well as in Wales as a whole. Percentage employment in the health sector is also significant in Neath Port Talbot (17.0% of total employment) however, manufacturing is the largest employment sector, employing a total of 19.1% of the county’s population<sup>16</sup>. Manufacturing is the second largest employment sector in Powys, employing 12.0% of employees and at a Wales level where it employs 11.3% of the total Welsh population.

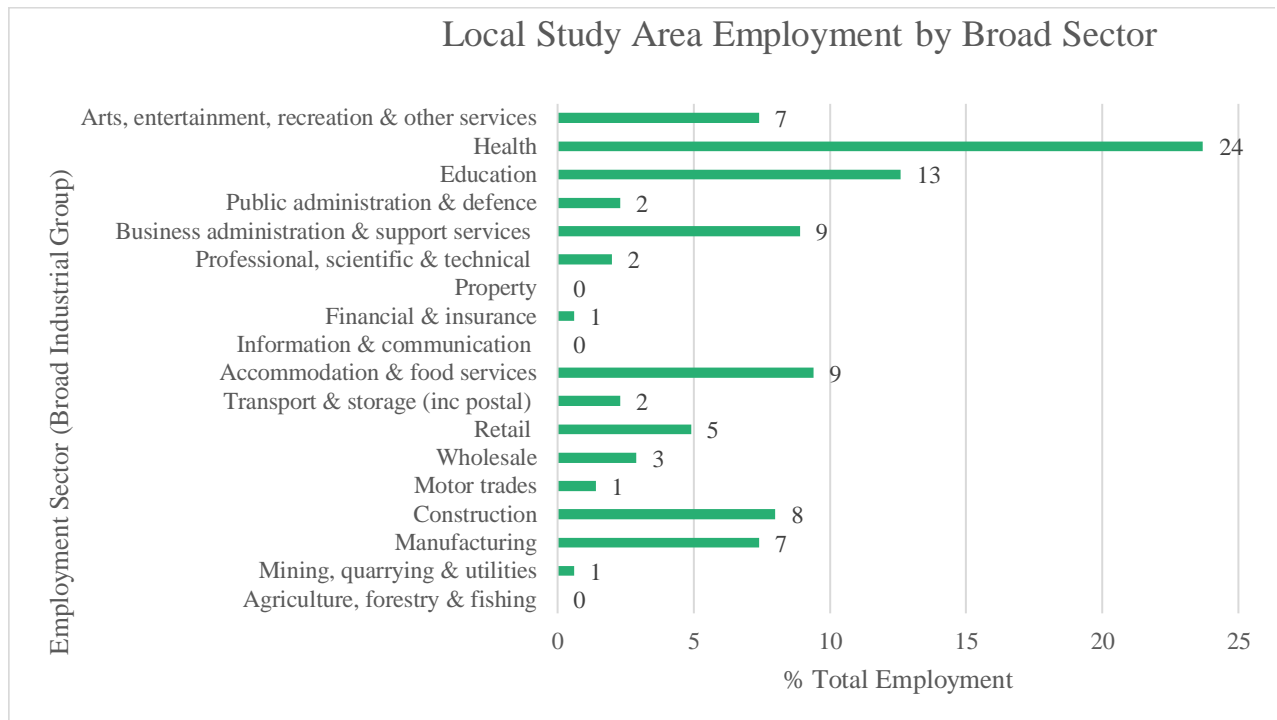


Figure 12.3 Local Study Area Employment by Broad Sector (Source: BRES 2018)

## Local Businesses

### Local Study Area

12.7.27 Local businesses have been identified through a desktop study using Google Earth supplemented by a site visit.

12.7.28 For clarity, the businesses identified have been arranged by settlement. They comprise businesses located with 1km of the development boundary. Businesses within the wider study area are presented in Table 12.8 and are shown on Figure 12.6.

<sup>16</sup> ONS (2018) Business Register and Employment Survey : open access, <https://www.nomisweb.co.uk/query/construct/summary.asp?menuopt=200&subcomp=> [date accessed: 07.09.2020]

**12.7.29** The businesses set out below do not include businesses specifically related to tourism and recreation e.g. accommodation services, as these are presented separately later in this baseline section.

**Table 12.8: Businesses Receptors in Local Study Area**

Settlement	Business Name
Onllwyn	<ul style="list-style-type: none"> <li>• Banwen News</li> <li>• Dyffryn Pharmacy</li> <li>• Café Sarn Helen</li> </ul>
Abercrave	<ul style="list-style-type: none"> <li>• The Rheolau Arms</li> <li>• Rotafix Building Materials</li> <li>• The Hub: Café, Shop, Post Office</li> <li>• The Copper Beech Inn</li> <li>• Abercrave Inn</li> </ul>
Coelbren	<ul style="list-style-type: none"> <li>• Prices Arms</li> <li>• Kellie's Craft Supplies</li> <li>• Coelbren Welfare Hall Tea Rooms</li> </ul>
Seven Sisters	<ul style="list-style-type: none"> <li>• Nitelite Security Services</li> <li>• Seven Sisters Post Office</li> <li>• Call in Coffee Shop &amp; Fish Bar</li> <li>• Costcutter</li> <li>• Seven Sisters Sawmill</li> </ul>
Ystradgynlais	<ul style="list-style-type: none"> <li>• TLT Supermarket</li> <li>• Cambrian Gallery Antiques</li> </ul>
Caer-Lan/Caerbont	<ul style="list-style-type: none"> <li>• Continental Service Station, Garage and Body Shop</li> <li>• Miller Tools</li> <li>• Pulse Form and Fitness</li> <li>• Celtic Composites</li> <li>• Caerbont Automotive Instruments</li> <li>• Speedy Cables</li> <li>• ArbTS Tree Surveys</li> </ul>

**12.7.30** Due to the contained nature of the site, local topography and the relative distance of the above businesses from the site, it is not considered likely that these businesses would incur a material loss or gain as a result of proposed development. Therefore, it is considered that the sensitivity of these businesses is generally low.

### **Wider Study Area**

**12.7.31** The business receptors identified within the wider study area have been set out in Table 12.9 below and are shown on Volume III, Figure 12.6.

**Table 12.9: Business Receptors within wider study area**

Settlement	Business Name
Seven Sisters	<ul style="list-style-type: none"> <li>• Nitelite Security Services</li> <li>• Seven Sisters Post Office</li> <li>• South Wales Reptile Supplies</li> <li>• Call in Coffee Shop &amp; Fish Bar</li> <li>• Coelbren Post Office</li> <li>• Costcutter</li> <li>• Seven Sisters Sawmill</li> </ul>
Nant-Y-Cafn	<ul style="list-style-type: none"> <li>• Garden City Garage</li> <li>• Dulais Valley Quads</li> <li>• Valley Autocare</li> </ul>
Crynant	<ul style="list-style-type: none"> <li>• The Gradon Public House</li> <li>• Crynant Tyres and Exhaust</li> <li>• Y Cwtch Café</li> <li>• Valley Mill Workshop</li> <li>• Knotts MOT Centre</li> <li>• Purple Paw Grooming</li> <li>• Dalavon Doggy Daycare &amp; Home Boarding</li> <li>• Sindy's Kitchen</li> <li>• MW Phillips Chemist</li> <li>• Crynant Stores</li> <li>• Crynant Cattery</li> </ul>
Cilfrew	<ul style="list-style-type: none"> <li>• Family Fare General Store</li> <li>• Cilfrew Post Office</li> <li>• Kaye's Kreations Florist</li> <li>• Coco Loco Salon</li> <li>• Neath Coachbuilders</li> <li>• Cilfrew Fish Bar</li> </ul>
Aberdulais	<ul style="list-style-type: none"> <li>• Aberdulais Family Fayre Supermarket</li> <li>• Cymru Cakes</li> <li>• Our Crafty Cwtch Craft Shop</li> </ul>

**12.7.32** Given that the businesses are located adjacent to the existing railway line, and any potential impact would be transient in nature it is considered that these businesses have a low sensitivity to change and are unlikely to experience direct impacts as a result of the scheme.

**12.7.33** It is also recognised that there are agricultural related businesses operating within the local study area and the wider study area. The effect of the proposed development on these individuals/businesses has been taken into consideration through the assessment of impacts on business and residential receptors presented from section 12.10 onwards.

## Land Use

### Local Study Area

- 12.7.34 The area within the development boundary is currently in use as an opencast coal mining site known as the ‘Nant Helen Surface Mine’. The coal mined at the site is processed at the adjacent Onllwyn Washery and Distribution Centre located closer to the village of Onllwyn at the south east corner of the development boundary (approximate NGR: 284569 210565). The current site owner, Celtic Energy, has permission to mine at the site until December 2021.
- 12.7.35 Celtic Energy has recently secured planning permission (Refs: 19/1899/REM, P2020/0362 and 20/0738/FUL) for the restoration of the site and a complementary earthworks scheme, known as the Nant Helen Complementary Restoration Earthworks. It is understood these restoration works are planned for 2021.
- 12.7.36 Given the site’s current use as an opencast coal site it is allocated within the Powys LDP as a Permitted Working Area for minerals and a ‘Sandstone Category 2 Resource Safeguarding Area’ and a Coal Resource Safeguarding Area. In the NPT LDP, a very small proportion of the site falls within land designated as a ‘Settlement Protection Zone’ which serves to protect settlements against the extent of surface coal mining operations. The washery site is identified as a freight facility, safeguarded under Policy TR4/4. Policy TR4/4 specifically seeks to protect the rail connection and sidings.
- 12.7.37 There are two housing allocations within the local study area. These include a 1.9ha site for approximately 68 units in Seven Sisters (LDP reference: H1/LB/26) and a 0.6ha site for approximately 16 units in Banwen (LDP reference: H1/LB/24).
- 12.7.38 As noted, above, a total of 115.7ha within the development boundary which is designated common land under the Commons Act 2006. It is understood that there is a statutory expectation that once coal mining activities cease the land will be returned to its Common Land status unless an application is made to the Planning Inspectorate to de-register the land under Section 16 of the Act<sup>17</sup>.
- 12.7.39 There is no BMV agricultural land on or surrounding the development boundary area with the majority of land being classified as Grade 4, Grade 5 or Non-Agricultural land<sup>18</sup>. There is a designated SSSI to the east of the site in Coelbren.

### Wider Study Area

- 12.7.40 In addition to the development boundary, the proposed development would also utilise the existing railway line to facilitate deliveries etc.

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<sup>17</sup> UK Government (2020) <https://www.gov.uk/government/collections/common-land-guidance>

<sup>18</sup> Lle Portal (2019) Predictive Agricultural Land Classification (ALC) Map. Available online at: <http://lle.gov.wales/map/alc#b=europa&l=908h;893h;1326;&m=-3.4,52.5,8> [date accessed: 06.01.20]

during construction and operation. As described above, for the purposes of this assessment, the area comprising the existing railway line and the immediate surrounds is known as the wider study area.

- 12.7.41 The existing railway line extends from Aberdulais in the south to Onllwyn in the north where it connects with the existing Nant Helen Processing and Distribution Centre.
- 12.7.42 The railway line largely follows the path of the Dulais River. It generally passes through open countryside with steep changes in topography as it extends further up the valley. The line passes through a number of settlements including (from south to north) Aberdulais, Cilfrew, Crynant, Seven Sisters before terminating just north of Onllwyn. For this reason, there are a number of residential properties within reasonably close proximity of the line.
- 12.7.43 Consultation undertaken with the signaller on a visit to site in January 2020 confirmed that there are currently in the region of 1 freight train movements per day on the existing rail line, however the line could safely accommodate up to 3 movements without significant investment or change being required. Line speeds are currently between 15 and 30 miles per hour (mph).
- 12.7.44 The wider study area is located entirely within the boundary of the Neath Port Talbot local authority area.
- 12.7.45 According to the Neath Port Talbot LDP proposals map there are 2 housing allocations within the wider study area. One in Seven Sisters (as mentioned above) and a small housing allocation for 21 units in Crynant (LDP reference: H1/LB/25). In addition, there is a larger allocation for 300 units across 11.6 units in Tonna at the end of the existing rail line (LDP reference: H1/11).

## Tourism & Recreation

- 12.7.46 The wider study area is located within the Dulais Valley historically known for its coal mining heritage. This forms part of the area's tourism offering which includes the Cefn Coed Colliery Museum<sup>19</sup> in Crynant, located adjacent to the existing rail line.
- 12.7.47 A survey undertaken in 2016 found that 64% of visitors to Neath Port Talbot stated that the reason for their visit was to enjoy the landscape, countryside and beaches. The Dulais Valley is known for being part of 'waterfall country'<sup>20</sup> and is particularly popular with those seeking to appreciate the natural landscape at sites such as Henrhyd Falls, situated approximately 2 miles north east of the development boundary and Aberdulais Falls situated approximately 10 miles south of the development boundary at the bottom of the existing rail line.

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<sup>19</sup> <https://www.npt.gov.uk/1655>

<sup>20</sup> Visit NPT (2020) <http://www.visitnpt.co.uk/1806> [date accessed: 13.01.20]

- 12.7.48** The Dulais Valley has also become known for its opportunities for adventure sports and outdoor pursuits for example quad biking, archery and clay pigeon shooting<sup>21</sup>. In addition, the area is popular with walkers with noteworthy trails including the Dulais Valley Heritage Trail which extends along the existing rail line, following the Dulais river from Aberdulais to Onllwyn.
- 12.7.49** Other notable tourist attractions within the wider area include the Wales Ape and Monkey Sanctuary in Caehopkin (approximately 1.3 miles north of the development boundary), the National Showcaves Centre for Wales at Dan-yr-Ogof (approximately 5 miles north of the development boundary) and Forest Fawr Geopark (situated approximately 13 miles north of the development boundary).
- 12.7.50** Specific accommodation providers and specific information regarding recreational routes within the study area is provided below.

## Accommodation Businesses

### Local Study Area

- 12.7.51** Accommodation providers within the local study area (i.e. within 1km of the development boundary) have been included within the table below:

**Table 12.10: Accommodation Providers within local study area**

Settlement	Accommodation Name	Description
Abercrave	Abercrave Inn	Public house with rooms located to the east of Abercrave
	The Hub at Abercrave	Bed and breakfast accommodation comprising 3 rooms and a self-catering apartment associated with the additional café and post office use.
	Copper Beech Inn	Public house with rooms situated to the east of Abercrave village centre.
	Hafan y Coed	Bed and Breakfast accommodation east of Abercrave village centre.
	Maesyfron Holiday Home	2-bedroom holiday home located on Maesyfron in Abercrave village.
	Rheolau Arms	Public house with rooms located off the A4067 west of Abercrave village centre.
	River Cottage	2-bedroom holiday let located off Dan-y-Fron in Abercrave.

<sup>21</sup> For example see: <http://www.dulaisvalley-quads.co.uk/> and <http://www.crynant-shooting-ground.co.uk/>

Settlement	Accommodation Name	Description
	Traditional Cottage	2-bedroom miners cottage holiday rental located off the A4067.
	Detached Studio	Studio/Annexe holiday accommodation located just off the A4067 in Abercrave.
	Brecon Beacons Holiday Home	3-bedroom modern cottage holiday let off Maes-y-Cribarth
	Old School Cottage	2-bedroom stone built traditional cottage located in the Maes-y-Cribarth area of Abercrave.
Caehopkin	Brook Cottage	2-bedroom former miners' cottage in use as a holiday home. Situated south east of Caehopkin off the A4221.
	The Miner's Cottage	2-bedroom holiday home
	Tynpant Barn	4-bedroom barn conversion holiday let. Located off Heol y Gwydde in Caehopkin.
Coelbren	Tonyfildre Farm	Holiday accommodation on working farm.
	The Likkle House	2-bedroom holiday let off Brynawelon, Coelbren
	Waterfall Country Apartments	4 no. 1 bedroom/studio holiday lets located at the rear of the Prices Arms, Coelbren
Onllwyn	Walkers Paradise Annexe	Annexe/chalet accommodation located south of the A4109 in Onllwyn.
Seven Sisters	Period House Let	7-bedroom Victorian house used for holiday lettings off Dulais Road.

**12.7.52** Due to the contained nature of the site, local topography and the relative distance of the above accommodation providers from the development boundary, it is not considered likely that these tourism-related businesses would incur a material loss or gain as a result of proposed development. Therefore, it is considered that the sensitivity of these businesses is generally low. The location of the individual businesses can be seen in Volume III, Figure 12.5.

### Wider Study Area

**12.7.53** Accommodation providers within the wider study area have been included within the table below:



**Table 12.11: Accommodation Providers located within Wider Study Area**

Settlement	Accommodation Name	Description
Onllwyn	Walkers Paradise Annexe	Annexe/chalet accommodation located south of the A4109 in Onllwyn.
Seven Sisters	Period House Let	7-bedroom Victorian house used for holiday lettings off Dulais Road.
Crynant	Crynant Cottages	3 no. holiday cottages sleeping between 5 no, and 7 no. persons located on outskirts of Crynant village centre.
Cilfrew	Lonewolf Campsite	Campsite at Glyn-Y-Mul Farm approximately 1.3km north east of Cilfrew village, adjacent to river Dulais.

**12.7.54** Given that no work is proposed to the existing rail line and the transient nature of trains using the line, the baseline for these businesses will remain largely unchanged. It is not therefore anticipated that they will experience loss or change and as such are considered to have a low sensitivity.

## Recreation Network

**12.7.55** In order to understand whether the proposed development would impact upon existing footways, bridleways and cycle routes, an assessment of the recreation network has been undertaken both within the local study area and the wider study area and has been summarised below.

### Local Study Area

**12.7.56** In NPT there is a total of 777.3km of PRow access comprised of footpaths, bridleways, BOATs<sup>22</sup>. In Powys, there is over 9,250 km of public rights of way<sup>23</sup> perhaps owing to the size and rural nature of the county. The PRow network around the site as well as within the development boundary, as per the relevant definitive maps is shown in Volume III, Figure 12.3.

**Table 12.12: PRow in local study area**

Local Authority Area	PRow Reference	Description
Neath Port Talbot	28/26.D.Hi/3	East/West bridleway running to the south of the development boundary.

<sup>22</sup> Neath Port Talbot Council (2020) Public Rights of Way Improvement Plan (2020-2030), [https://www.npt.gov.uk/media/13237/final\\_rowip-march-2020.pdf](https://www.npt.gov.uk/media/13237/final_rowip-march-2020.pdf) [date accessed: 06.04.2020]

<sup>23</sup> Powys County Council (2019) Rights of Way Improvement Plan 2018-2028, <https://en.powys.gov.uk/article/2439/Rights-of-Way-Improvement-Plan> [date accessed: 06.04.2020]

Local Authority Area	PRoW Reference	Description
	28/30.D.Hi/2	Footpath extending north from the A4109 in Seven Sisters to the development boundary. Crosses the 28/26.D.Hi/3 to the south of the Onllwyn washery.
	31/32.D.Hi/1	Footpath extending west to east at the southern boundary of the washery site.
	31/MO.ANO2 /3	Short section of footpath extending north/south linking 31/32.D.Hi/1 to 31/33.D.Hi/2.
	31/33.D.Hi/2	Short section of footpath extending north/south along the eastern washery boundary.
	31/33.D.Hi/4	Footpath extending south towards Banwen.
	31/33.D.Hi/1	Footpath outwith the redline boundary extending north off footpath 31/33.D.Hi/2.
	31/32.D.Hi/2	Footpath extending east off 31/33.D.Hi/2 towards Toncastell.
	31/15.D.Hi/1	Footpath extending west to east from the 28/26.D.Hi/3 bridleway south of the washery site to the A4109 in the village of Onllwyn.
	31/15.D.Hi/2	Footpath beginning adjacent to the residential dwelling at number 56 Wembley Avenue in Onllwyn extending east before joining the A4109.
	31/14/.D.Hi/1	Footpath south of the development boundary and the A4108 running east/west connecting to footpath 31/14.D.Hi/3 extending east/west largely parallel to the A4108.
	31/14.D.Hi/3	Footpath extending north/south off footpath 31/14/.D.Hi/1.
	31/15.D.Hi/2	Footpath extending directly off the A4108 to the south east.
	31/9.D.Hi/2	Short section of footpath extending off footpath 31/14.D.Hi/3
	31/10.D.Hi/1	Footpath running south from the village of Onllwyn.
Powys	19	Footpath extending north from 28/26.D.Hi/4 (in NPT) within the redline boundary to the west.
	40	Footpath extending north from 28/26.D.Hi/4. Within the redline boundary of the site for a short time before extending further north towards Penrhos.
	90	Footpath extending east through the site, off footpath number 40 as described above.
	50	A continuation of footpath 90 (as described above). Extends south east before joining footpath number 49 towards the washery site and further south into the village of Onllwyn.
	49	Footpath extending north/south through the development boundary. Meets with footpath number 50 and extends into the village of Onllwyn.
	52	Short footpath at the north of the development boundary (within the redline) linking footpath number 49 with bridleway number 76
	76	Short bridleway located at the northern development boundary.

Local Authority Area	PRoW Reference	Description
	17	Footpath extending off bridleway number 76 to the west towards the A4221 in Abercrave.
	11	Footpath to the west, outwith the development boundary extends largely north/south towards.
	10	Footpath extending east/west at the southern development boundary. Extends off footpath 31/15.D.Hi/1 (within NPT).
	7	Footpath extending off footpath number 49 near the Onllwyn washery site northwards towards the A4221.
	16	Footpath at the north (outwith the redline boundary) leading towards Ynyswen.
	18	Footpath to the north of the development boundary, outside the redline, running parallel to the A4221.
	12	Short section of footpath, north of the development boundary extending off Heol-y-Gwydde.
	13	Short section of footpath to the north of the development boundary connecting Heol-y-Gwydde with the A4067.
	20	Bridleway at the north of the development boundary, extending east off Heol Tawe in Abercrave.
	89	Short section of footpath within Abercrave running east/west parallel with Heol Tawe.
	55	Footpath at the north of the development boundary (outwith the redline boundary) connecting the villages of Caehopkin and Abercrave.

**12.7.57** In addition to walking and horse-riding routes there is also one National Cycle Network (NCN) route within the local study area. Route 43 begins at the north of the development boundary at approximate NGR: 283656 211979 in the village of Caehopkin<sup>24</sup>. This is shown on Figure 12.3.

**12.7.58** The route extends south from Caehopkin for approximately 49km to Swansea city centre. In Swansea it connects to route number 4 also known as the Celtic Trail.

**12.7.1** The sensitivity of the individual PRoWs included within the above table is presented within the assessment of effects.

**12.7.2** It is understood that the value individuals assign to PRoW and recreational routes will vary and is subjective. Notwithstanding this, the assessment of potential effects on the ProW network has been undertaken in accordance with the methodology presented in section 12.5, with sensitivity assigned as per table 12.4.

**12.7.3** This section presents the assessment of potential socio-economic effects during both construction and operation. The assessment

<sup>24</sup> See: <https://osmaps.ordnancesurvey.co.uk/52.71819,-1.65624,8>



considers potential effects within the local study area and the wider study area.



**Wider Study Area**



**12.7.4** In addition to PRow and other recreational routes in the vicinity of the the local study area, an analysis of recreational routes within the wider study area has also been undertaken.

**12.7.5** All of the PRow’s within the wider study area are situated within the NPT local authority area. There are a number of points where designated PRow cross the existing rail line. These crossing points have been assessed through site visits carried out by the project team and have been summarised below including site photos to demonstrate the nature of crossings along the line where applicable.

**Table 12.13: PRow/Access Network – Wider Study Area**

PRow Reference	Description	
21/14/1	PRow extending east/west across railway line between residential properties on Penscynor Lane in Cilfrew.	Gated crossing point across railway line with signage. 
21/17/1 and 21/18/1	Shorter PRow extending south/south east from New Road, Cilfrew.	No crossing point on the PRow itself but both PRow lead to the same gated crossing point which looks to be for public access due to signage in situ. 
21/19/1	PRow extending north from path 21/18/1 towards Main Road in Cilfrew. Smaller PRow 21/15/3 and 21/15/1 extend off this path at its southernmost point extending west towards Main Road. There is no railway crossing point associated with this PRow.	
25/6.D.Lo/1	Footpath extending west from Neath Road to the south of the village of Cryant. Route extends north of the treatment works ending at junction with Maes-Mawr Road. There is no railway crossing point associated with this right of way.	

PRoW Reference	Description	
25/1.D.Hi/1	Bridleway extending east/west from Brynawel in Crynant, links into another bridleway, 25/11.D.Lo/2	
25/MO.ANC19/1	Short 'L' shape footpath connecting Station Road and Main Road in Crynant. There is no railway crossing point associated with this right of way.	
25/3.D.Hi/1	Footpath extending east from Brynawel in Crynant links into associated footpaths, 25/3.D.Hi/2. There is no railway crossing point associated with this right of way.	
25/4.D.Hi/1	Footpath extending east from the A4109 to the north of Crynant. Extends across the railway at the end of Heol Las Fawr before extending north to the east of Gould Farm.	<p>Manual gated crossing point over the railway line.</p> 
25/9.D.Hi/12	Bridleway running parallel to the railway line and A4109 extends from the end point of footpath 25/9.D.Hi/1 north to where it intersects with footpath 28/9.D.Hi/10 to the south of the village of Seven Sisters. There is no railway crossing point associated with this right of way.	
28/16.D.Hi/1	<p>Footpath extending north from bridleway 25/9.D.Hi/12 towards Seven Sisters. After the railway path extends west towards Dulais Road.</p> <p>Footpath crosses railway to the south of Seven Sisters.</p>	<p>Manual gated crossing, on day of site visit gate chained open.</p> 
28/18.D.Hi/1	Footpath extending west from the railway line towards Dulais Road. Crossing at railway line is not part of the PRoW and therefore assumed this is used for private access. There is no railway crossing point associated with this right of way.	
28/19.D.Hi/1	Footpath extending east from Dulais Road before extending north running parallel to the railway line. There is no railway crossing point associated with this right of way.	
28/31.D.Hi/3	Footpath extending north/south, running parallel to railway line linking to footpath 28/31.D.Hi/1 in Seven Sisters.	

PRoW Reference	Description	
28/31.D.Hi/1	Footpath running from Seven Sister RFC to Martyn’s Avenue.	Footpath passes underneath railway line viaduct and as such no crossing in situ. 
28/29.D.Hi/1	Footpath extends north from the railway line along High Street in Seven Sisters. There is no railway crossing point associated with this right of way.	
31/37.D.Hi/1	Footpath extends from Ty Newydd, eastwards across railway line and Golwg-y-bryn.	Manual wooden gated crossing with signage. 
31/14.D.Hi/1	Footpath situated between residential properties on the A4109 (Golwg-y-Bryn) extending through agricultural fields to the east. There is no railway crossing point associated with this right of way.	
31/15.D.Hi/2	Footpath staggering the A4109 (Golwg-y-Bryn) extending west towards the Onllwyn Washery and east from residential properties on A4109 extending through agricultural fields before re-joining the A4109 further east. There is no railway crossing point associated with this right of way	

**12.7.6** In addition to the PRoW identified above, there are several crossing points which are not designated PRoW but do provide access to individual/multiple properties and agricultural holdings. Any impact on these crossing points will also be investigated within the assessment of effects as part of access considerations for local residents and businesses.

**12.7.7** As shown within the table above, the existing crossing points vary in terms of design and standards. In areas towards the bottom of the existing rail line, which are more residential there are more formal



crossing points with more signage, CCTV etc. Further north along the line, the crossing points are more informal.

## 12.8 Future Baseline Conditions

12.8.1 The below assessment has been prepared in relation to a future baseline i.e. based on a remediated site after the current mining operations has ceased and the site has been restored and had Celtic Energy's Earthworks completed, i.e. the Nant Helen Complementary Restoration Earthworks.

12.8.2 In relation to PRoW this includes some alterations to the current definitive map (Figure 12.3).

12.8.3 It is considered that if the proposed development was not progressed to implementation, the 'future' baseline conditions would remain as described above. Whilst there may be long term changes in terms of economic profile, population and land use, this would be unlikely to cause dramatic variations to the baseline data as presented.

## 12.9 Design mitigation

12.9.1 Design mitigation measures have been incorporated within the design development process and are therefore considered as part of the assessment process.

12.9.2 Where relevant, the socio-economic assessment considers specific technical design mitigation presented in other technical chapters of relevance to the socio-economic assessment e.g. air quality and traffic and transport.

## 12.10 Assessment of effects

### 12.11 Assessment of effects from construction

12.11.1 This assessment considers the potential socio-economic effects of the proposed development during construction.

#### **Economy and Labour Market**

12.11.2 The construction of the proposed development is expected to create employment opportunities over a minimum 2-year period.

12.11.3 Construction is currently anticipated to commence in 2021 and would comprise three phases as presented in the introduction to this assessment. It is anticipated that the overhaul facility at the current washery site could become operational by 2023 with the site being fully operational by the end of 2025.

- 12.11.4 Estimates included within the OBC suggest that depending on the phase of the project, between 53-163 net direct jobs could be created during construction.
- 12.11.5 It is expected that approximately 53 net direct construction jobs would be created during Phase 1 of the works, rising to 163 should the development progress to Phase 3.
- 12.11.6 The proposed employment would comprise a number of different roles including project managers, environmental managers, site and civil engineers and specialist rail engineers.
- 12.11.7 Research by the Construction Industry Training Board (CITB) found that the average mean distance travelled to work for construction workers is 22 miles<sup>25</sup>. In the context of the proposed development a 22-mile buffer taken from the development boundary would include workers living in: Brecon and Llandovery to the north, Llandeilo and Ammanford to the west, Llanelli, Swansea, Neath and Port Talbot to the south and Merthyr Tydfil, Aberdare and surrounding settlements to the east.
- 12.11.8 As noted within the baseline in Section 12.7, there is a relatively high percentage of construction workers in the local study area. It is therefore considered to be a fair assumption that a reasonably high proportion of local construction employment could be sourced from within the local communities surrounding the site.
- 12.11.9 The main exception to this is likely to relate to any specialist rail-related construction services which may need to be drawn from a wider area/specialist contractor.
- 12.11.10 For the purposes of the assessment it has been assumed that the abovementioned ‘specialist workforce’ would comprise approximately 10-20% of the total (approx. 16-33 jobs at peak employment). This would mean the remaining jobs would primarily be sourced from the local area and wider region depending on the appointed contractor.
- 12.11.11 A main contractor is yet to be appointed to carry out the works, however it should be noted that procurement would be carried out in consideration of the Welsh Government’s Community Benefits Guidance<sup>26</sup>. The guidance sets out how projects can deliver benefits to Wales and to local communities through targeted recruitment and training, and supply chain initiatives. It is expected that that potential developers/operators would be asked to confirm ways in which they

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<sup>25</sup> CITB (2015) Workforce and Mobility Skills in the UK Construction Sector 2015, <https://www.citb.co.uk/documents/research/workforce%20mobilty%202015/uk%20mobility%20report%202015.pdf>

<sup>26</sup> Welsh Government (2014) Community Benefits: Delivering Maximum Value for the Welsh Pound <https://gov.wales/sites/default/files/publications/2019-09/community-benefits-delivering-maximum-value-for-the-welsh-pound-2014.pdf>



would maximise benefits for the local economy in line with the guidance.

- 12.11.12 As well as providing direct employment benefits, the proposed development would also bring economic benefits due to induced spending in the local area from the construction workers. In addition, wider benefits from induced spend, e.g. accommodation would potentially be felt of the more specialist non-local workforce.
- 12.11.13 Given the length of the construction programme and the nature of the proposed development it has been assumed that non-local construction worker accommodation would be temporary and would utilise local serviced accommodation rather than longer term housing rentals. According to The Construction Industry Joint Council: Working Rule Agreement, which covers over 500,000 workers within the UK construction industry, incorporates a subsistence (lodging) allowance of £43.27 per night<sup>27</sup> which would be spent on accommodation within the local area throughout the construction period. The impact of this on the tourism industry is addressed further below.
- 12.11.14 The sensitivity of local communities and the local economy is considered to be medium and magnitude of impact during construction moderate, leading to a *moderate beneficial* effect on the local economy and employment which is significant.

#### **Local Businesses and Local Residents: Access**

- 12.11.15 Based on current information, it is not anticipated that there would be any direct effects on identified business, local residents and their access (e.g. severance during construction works) within the local or wider study area. Accesses for local business/residents situated within close proximity to the development boundary would be retained at all times through construction programming and this would include the retention of suitable accesses for emergency vehicles.
- 12.11.16 In light of the above, the focus has been on potential indirect effects within the local and wider study areas largely related to construction traffic and impact on the local road and rail network.
- 12.11.17 As noted within the baseline, the sensitivity of business receptors within the local study area and within the wider study area is considered to be low.
- 12.11.18 Identified businesses and residents within the local study are taken to include those living in the main settlements around the development boundary as well as the business and tourism receptors identified in the baseline section. It is also taken to include local farming operations within 1km of the development boundary.

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<sup>27</sup> BATJIC (2019) Constitution and Working Rule Agreement 2019/2020, <https://www.fmb.org.uk/media/44309/constitution-and-working-rule-agreement-2019-2020.pdf>

- 12.11.19 Any increase in traffic using local roads as a result of the construction of the proposed development could have the potential to affect access to businesses within the local study area. The way in which any impacts of this have been mitigated is set out below.
- 12.11.20 In terms of vehicular accesses to the site, during construction it is proposed that these remain the same as per the current site accesses to Nant Helen Coal Mining operation. This includes three access points: 1 no. at the junction of the A4109 Wembley Avenue with Onllwyn Road, 1 no. at the A4221 Celtic Energy – Nant Helen access road, and 1 no. at the A4221 Washery and Distribution centre access.
- 12.11.21 All of the site access routes will be connected to the local road network and it is likely that there would be an increase in HGV traffic accessing the site. Increased traffic on the localised road network may therefore increase the potential for short-term road delays affecting access to tourism related businesses.
- 12.11.22 A Construction Traffic Management Plan (CTMP) would be prepared by the appointed contractor to mitigate as far as possible any negative impacts associated with construction traffic, for example it is proposed to utilise the least sensitive roads for access to the site.
- 12.11.23 Subject to the successful implementation of the CTMP, the Traffic and Transport chapter concludes that any residual effects associated with the construction phase will be of a temporary nature and the magnitude will be either ‘minor’ or ‘negligible’.
- 12.11.24 Given the low sensitivity of businesses within the study area, it is therefore considered that there will be a *minor adverse* impact on access within the local study area during the construction phase which is not significant.
- 12.11.25 It is expected that the existing railway will be used during construction for deliveries, however, it is currently estimated that there would be no increased train movements along the line compared to current levels of usage.
- 12.11.26 On this basis it is considered that access for local residents and businesses within the wider study area would be maintained throughout construction via existing crossing points.
- 12.11.27 It is therefore concluded that there would be *negligible* effect on access for local residents and businesses situated within the wider study area during construction which would not be significant.

### **Local Businesses: Indirect Amenity Effects**

- 12.11.28 There would be no direct effects on business receptors identified either within the local study area or the wider study area. As such only potential indirect effects have been considered.

- 12.11.29 Based on the sensitivity criteria presented at the outset of this chapter, the sensitivity of local businesses within the local and wider study area, including local tourism businesses, is considered to be low.
- 12.11.30 Construction activity within the development boundary has the potential to result in temporary adverse amenity effects for residents within the local study area.
- 12.11.31 Given the distance between local business receptors and the development boundary, and the topography of the local area it is considered that these are unlikely to be significant from a socio-economic perspective, particularly with appropriate mitigation measures in place which have been identified within other assessment chapters (e.g. noise mitigation).
- 12.11.32 It should also be noted that construction effects would be temporary in nature.
- 12.11.33 In summary, based on the wider assessment chapters it is considered that sensitivity of businesses in the local study area during construction is low, and the magnitude of the impact is considered to be minor. This results in a *minor adverse* effect which is not significant.
- 12.11.34 On the basis that there would be no increased train movements along the existing rail line during construction it is considered that from a socio-economic perspective there would be *no impact* on the amenity of local businesses in the wider study area during construction of the proposed development.

#### **Local Residents: Indirect Amenity Effects**

- 12.11.35 Construction activity within the development boundary has the potential to result in temporary amenity effects for residents within the local study area. Given the distance between neighbouring properties and the development boundary, it is considered that the magnitude of these effects would be minor, and therefore not significant from a socio-economic perspective.
- 12.11.36 Further detail in relation to specific amenity effects such as noise and air quality have been assessed in detail within the relevant ES Chapters. These chapters also identify appropriate mitigation measures, where required to reduce the likelihood of significant effects.
- 12.11.37 In summary, based on the wider assessment chapters it is considered that the construction phase may lead to temporary *minor adverse* amenity effects within the local study area, these would not be considered to be significant from a socioeconomic perspective.
- 12.11.38 Further information on the proposed mitigation measures is provided within the CEMP.

12.11.39 The sensitivity of residents within the local study area during construction is considered to be low, and the magnitude of the impact is considered to be minor. This results in a *minor adverse* effect which is not significant and would be temporary in nature.

12.11.40 On the basis that there would be no increased train movements along the existing rail line during construction it is considered that from a socio-economic perspective there would be *no impact* on the amenity private property in the wider study area during construction of the proposed development.

### **Recreation and Public Rights of Way**

12.11.41 The PRoW within the local study area would experience both direct and indirect effects during construction.

12.11.42 Utilising the existing Sustrans Cycle Route to the north of the site, and the existing bridleway to the south of the site, the intention is that existing routes which would experience direct impacts will be permanently diverted to create improved multi-user routes around the site. Such diversions would be completed in advance of any works and where possible and safe to do so, access on the PRoW surrounding the site would be maintained.

12.11.43 The existing PRoW network surrounding the site is shown in Figure 12.3.

12.11.44 Table 12.14 below sets out the PRoW which would be directly impacted by the proposed development and the proposed mitigation.

12.11.45 The table sets out the broad principles of the PRoW strategy, whereby existing routes are diverted and/or replaced by new routes which the overall aim of creating a better connected, recreational network. It is however acknowledged that some of the routes (e. located outside the proposed development boundary).

12.11.46 It should be noted that the changes to the PRoW network are being developed by NPTCBC and PCC within a Public Rights of Way Management Strategy that is separate to the planning application process. This will set out in detail proposed changes to the PRoW that would be affected by the proposed development and how these would be managed to minimise disruption to the network.

12.11.47 Requisite further applications to be able to agree the specific details of the proposed diversions and to be able to carry out the works will be made at a later date in by Neath Port Talbot Council and Powys County Council, separate to the outline planning application for GCRE. There will be an opportunity to respond to consultation on these proposed works at later date.

12.11.48 When considering magnitude, the assessment focuses on the type and extent of potential diversion. For example, a minor realignment would

be considered negligible whereas a longer diversion would be considered minor.

**Table 12.14: PRow Assessment of Effects**

<b>PRow Ref.</b>	<b>Descriptor</b>	<b>Sensitivity</b>	<b>Proposed Mitigation</b>	<b>Magnitude</b>	<b>Significance of Effects</b>
40	Footpath extending north from 28/26.D.Hi/4. Within the redline boundary of the site for a short time before extending further north towards Penrhos.	Low	Minor deviation likely to be implemented as part of future baseline.  Diversion would be permanent.	Minor	Minor Adverse
19	Footpath extending north from 28/26.D.Hi/4 (in NPT) at the western side of the proposed development within the redline boundary.	Low	Footpath likely to be permanently diverted and would aim to retain north/south movements.	Negligible	Negligible
31/15.D.Hi/1	Footpath running east west, located within the site's development boundary before extending south towards village of Onllwyn.	Low	No changes likely to be proposed to the existing route alignment.	Negligible	Negligible
66, 45 (bridleway) and 28/26.D.Hi/5	Linked bridleway and footpath extending off footpath number 28/26.D.Hi/4 near the Onllwyn washery site northwards towards the A4221.	Low	Minor deviation of existing alignment likely to be implemented as part of the future baseline. This is to the very south of the redline boundary.  Diversion would be permanent.	Minor	Minor Adverse
90 and 50	Linked footpaths extending from the west of the south to the south east towards Onllwyn.	Low	Routes would be likely to be permanently diverted. Diversion would aim to achieve same level of connectivity as existing and therefore this is not considered to be significant.	Minor	Minor Adverse
49 and 52	Linked footpaths extending from Caehopkin through the development boundary to the village of Onllwyn.	Low	Route would likely be diverted as part of future baseline which would be permanent. This may result in longer north east-south east movements being required from Caehopkin to Onllwyn.	Minor	Minor Adverse
7	Short footpath extending north from footpath 49 to site boundary.	Medium	Footpath likely to be permanently diverted following minor deviations as part of the future baseline.	Minor	Minor Adverse

PRoW Ref.	Descriptor	Sensitivity	Proposed Mitigation	Magnitude	Significance of Effects
			It is considered that diversion would maintain existing level of connectivity.		
11	Short section of footpath linking bridleway number 76 and footpath 18 at the north of the development boundary.	Medium	Route would be permanently diverted. It is considered that diversion would maintain existing level of connectivity.	Minor	Minor Adverse
76	Short section of bridleway linking footpath numbers 17 and 11. Crosses cycle route at northern site boundary.	Medium	Route would be permanently diverted. It is considered that diversion would seek to maintain existing level of connectivity.	Negligible	Minor Adverse
31/32.D.Hi/1	Footpath extending west to east at the southern boundary of the washery site.	Low	No changes currently proposed to the existing route alignment.	Minor	Minor Adverse
31/MO.ANO2 /3	Short section of footpath extending north/south linking 31/32.D.Hi/1 to 31/33.D.Hi/2.	Low	Route is likely to be diverted. It is considered that diversion would seek to maintain existing level of connectivity.	Minor	Minor Adverse
31/33.D.Hi/2	Short section of footpath extending north/south along the eastern washery boundary.	Medium	Route is likely to be diverted. It is considered that diversion would seek to maintain existing level of connectivity.	Minor	Minor Adverse
Sustrans Cycle Route 43	Sustrans Cycle Route 43 runs along site's northern boundary.	Medium	Route may require temporary diversion during construction works. This would be for a limited time period.	Minor	Minor Adverse

**12.11.49** It should be noted that the majority of the abovementioned PRoW are currently temporarily closed or suspended where they interact the development boundary owing to the existing coal mining operations at Nant Helen. As mentioned previously, planning permission has been granted for the Nant Helen Complementary Earthworks scheme to restore the site.

**12.11.50** Whilst all of the PRoW directly impacted (with the exception of the Sustrans Cycle Route) would require permanent diversion prior to the construction of the proposed development, the intention is for the

diversions to provide a beneficial impact upon recreational routes in the area by creating more circular, multi-user routes which are better interconnected.

- 12.11.51 In consideration of the above, and the sensitivity of the various PRow as outlined in Table 12.14, the majority of PRow within the study area during construction would experience changes of a *minor adverse* impact which would not be significant.
- 12.11.52 The remainder of the PRows identified in Table 12.12 would only experience indirect amenity effects during construction which would primarily be noise and visual effects. Due to the transient nature of the users and the temporary nature of construction, it is considered that any effect would be very short term, minor in magnitude and would not be significant.
- 12.11.53 Within the wider study area, it is currently anticipated that train movements along the existing railway would not increase beyond current usage during the construction of the proposed development. It is therefore considered that the existing PRow within the wider study area as identified in Table 12.13 within the baseline could continue to operate as normal during construction.
- 12.11.54 It is therefore considered that there would be *no impact* on recreation and the operation of PRow within the wider study area during construction.

### Land Use

- 12.11.55 As identified within the baseline section, a large proportion of the development boundary lies within an area known as Mynydd-y-Drum which is designated as Common Land.
- 12.11.56 The construction of the proposed development would result in the permanent loss of a proportion of this Common Land at Mynydd-y-Drum. The sensitivity of the existing Common Land is considered to be high.
- 12.11.57 NPTCBC/PCC are in the process of developing a Common Land Strategy which will set out the approach for managing the issue of Common Land. In order to mitigate the loss of any Common Land, it would be proposed to deregister affected areas the current site by way of an application under section 16 of the Commons Act 2006. As part of the land being deregistered, there would be a requirement for suitable replacement land to be made available.
- 12.11.58 The potential replacement sites are currently being assessed to ensure that they would be of suitable quality and meet the tests of replacement land, and landowner negotiations are ongoing. As such no further detail can be provided at this point. The application for Common Land deregistration is separate to the planning application process.



12.11.59 On the basis that suitable replacement land will be provided and there would be no net loss of Common Land in this area as a result of the proposed development, the magnitude of this change is considered to be negligible, leading to a *minor adverse* effect which would not be significant.

## 12.12 Assessment of effects from operation

### Economy and Labour Market

- 12.12.1 An assessment of the employment potential of GCRE has been made within the OBC for the proposed development. This considers the direct on-site employment that the various activities could support.
- 12.12.2 The OBC has found that between 141 (during phase 1) and 298 (phase 3) direct and indirect net jobs could be created at GCRE.
- 12.12.3 As noted within the OBC many of these jobs will be high skilled, and it is anticipated that not all will come from the immediate local community at first due to new capabilities being required. Notwithstanding this, there will be a number of required roles e.g. site and facilities management, security, rail infrastructure maintenance, train maintenance and hospitality which could be filled from the wider study area. There is also the potential for additional academic jobs to be created alongside the main project.
- 12.12.4 Based on the information presented within the baseline section of this assessment the sensitivity of local communities in terms of the economy and labour market is considered to be medium. Given the lower number of local jobs expected to be derived from the scheme the magnitude of impact is considered to be low.
- 12.12.5 In addition, GCRE would look to provide training opportunities and employment opportunities through partnerships with local Further Education institutions such as Neath College and Coleg y Cymoedd and with Welsh universities. This could lead to an increase in potential for more local jobs at the site in the future.
- 12.12.6 The economy and labour market within the study area is considered to be of medium sensitivity, and the magnitude of impact is considered to be minor. It is concluded that permanent employment resulting from the proposed development would have a *minor beneficial* effect which is not significant.

### Local Business and Local Residents: Access

- 12.12.7 It is noted that the proposed development has the potential to result in increased trip generation within the local study area by road and rail, however as noted within the Transport and Traffic Chapter these effects are not expected to be significant and the sensitivity of receptors in terms of access is considered to be low.



- 12.12.8 The proposed development would not result in any significant permanent physical changes to the local highway network with accesses to the site remaining similar to the current situation.
- 12.12.9 In addition, mitigation measures would be put in place such as a site wide Travel Plan and use this as a means of monitoring the transport situation and encouraging sustainable transport journeys.
- 12.12.10 It is not anticipated at this stage that train movements to and from the site would increase above current levels. On this basis, the railway crossing points within the local study area would remain unaffected and there would not be further severance created for surrounding communities. The magnitude of impact on road and rail is therefore considered to be negligible
- 12.12.11 Overall it is considered that, from a socio-economic perspective, this would result in a *negligible* effect on access within the local study area which is not significant.
- 12.12.12 Access to private properties and business within the wider study area has also been assessed. On the basis that there would be no increase in frequency or speed of train movements necessitating changes to the current crossing points it is considered that there would be *no impact* on access for receptors within the wider study area during the operation of the proposed development.

#### **Local Businesses and Local Residents: Indirect Amenity Effects**

- 12.12.13 On the basis that train movements to and from the site would not increase beyond current levels during operation of the site it is considered that the amenity impact on businesses and residents within the local study area would not be significant and therefore the magnitude of impact is considered to be low.
- 12.12.14 With appropriate mitigation measures where these have been identified in other assessment chapters (e.g. noise mitigation) it is considered that the indirect amenity impacts within the local study area from a socio-economic perspective would constitute a *minor adverse* impact which would not be significant.
- 12.12.15 On the basis that the usage of the existing rail line is not expected to increase during the operation of the proposed development it is considered that there would be no adverse indirect amenity effects from a socio-economic perspective within the wider study area.
- 12.12.16 It is recognised that there could be potential adverse amenity effects on local businesses and private properties in proximity of the existing rail line should usage increase significantly. These impacts would primarily relate to noise and air quality and the potential impacts are discussed in more detail in the relevant ES Chapters.

## Recreation and Public Rights of Way

- 12.12.17 The PRoW within the study area would experience direct and indirect effects.
- 12.12.18 The direct effects to PRoW have been discussed in detail from paragraph 12.12.16 above. The following PRoW would experience direct permanent effects which would continue to operation: 40, 19 31/15.D.Hi/1, 66, 45 28/26.D.Hi/5, 90, 50, 49, 7, 11, 76 and 52.
- 12.12.19 As noted above, the intention is to divert these routes to create more coherent, multi-user recreational routes around the site based around the existing bridleway to the south and Sustrans cycle route to the north.
- 12.12.20 Although this would result in permanent changes to the baseline, this is considered to be beneficial to users in the long term due to the more coherent and joined up network that is likely to result from the changes. In consideration of this and the sensitivity of PRoW identified in Table 12.14, it has been concluded that the direct effects on PRoW during operation would have a *neutral* impact which would not be significant.
- 12.12.21 The remainder of PRoW within the local study area as identified within Table 12.12 may experience minor indirect effects during operation, primarily in relation to the visual impact of the proposed development.
- 12.12.22 Given the transient nature of users of the PRoW network and the sensitivity of the PRoW, the development and the existing use of the site as a coal mining operation, there is considered to be a *negligible* effect on PRoW during operation as a result of the proposed development which is not significant.
- 12.12.23 Given that train movements along the existing rail line are not expected to increase in frequency as a result of the proposed development it is not considered that there would be any adverse direct or indirect impacts on PRoW in the wider study area
- 12.12.24 There is considered to be a *negligible* effect on PRoW within the wider study area (as identified in Table 12.13) during the operation of the proposed development which would not be significant.

## Future Land Use

- 12.12.25 It is not considered that the proposed development would impact any future land uses coming forward, as such there would be no impact.

## 12.13 Mitigation and enhancement

- 12.13.1 The outline CEMP includes measures that are considered as standard good practice that would be implemented by the construction

contractor to reduce the likelihood of effects or their magnitude if they were to occur.

- 12.13.2 Works would also be carried out in accordance with any additional permitting requirements, for example further applications required to divert PRowS.

## 12.14 Assessment Summary Matrix

	Potential Effect	Receptor (s)	Direct/ Indirect	Sensitivity of Receptor	Magnitude	Mitigation	Residual Impact / Significance
<b>Construction</b>	Creation of construction jobs and training opportunities	NPT/Powys Economy and Labour Market	Indirect	Medium	Low	Work with local stakeholders to ensure that construction employment opportunities could be sourced from the local communities.	Moderate Beneficial
	Induced spend by construction workforce	Local businesses	Indirect	Medium	Medium	N/A	Moderate Beneficial
	Construction traffic and access implications (Local Study Area)	Local businesses	Indirect	Low	Minor	Traffic mitigation measures presented in the Transport Assessment to be secured through CTMP.	Minor Adverse
	Construction traffic and access implications (Local Study Area)	Local businesses	Indirect	Low	Minor	Traffic mitigation measures presented in the Transport Assessment to be secured through CTMP.	Minor Adverse
	Amenity Effects (Local Study Area)	Local businesses (incl. tourism related businesses) Local Residents	Indirect	Low	Minor	Air Quality and Noise – measures outlined in assessments and to be secured through Outline CEMP.	Minor Adverse
	Amenity Effects (Wider Study Area)	Local businesses (incl. tourism related businesses) Local Residents	Indirect	Low	Negligible	Air Quality and Noise – measures outlined in assessments and to be secured through Outline CEMP.	No impact
	Temporary disruption to National Cycle Network	Sustrans Cycle Route 43	Direct	Medium	Minor	Traffic mitigation measures presented in the Transport Assessment to be secured through CTMP.	Minor Adverse

<b>Construction &amp; Operation</b>	Permanent diversions to recreational routes (Local Study Area)	PRoW references: 40, 66, 45, 28/26.D.Hi/5, 90, 50, 7, 11, 76, 31/32.D.Hi/1, 31/33.D.Hi/2, 31/MO.ANO2/	Direct	Low	Minor	Diversions and new routes provided in order to mitigate the impact.	Minor Adverse
	Permanent diversions to recreational routes (Local Study Area)	PRoW reference: 19, 31/15.D.Hi/1	Direct	Low	Negligible	Diversions and new routes provided in order to mitigate the impact.	Negligible
	Visual effects from recreational routes in close proximity to the development boundary.	Land Use	Indirect	Low	Negligible	Visual effects from PRoW should be balanced against wider benefits of the Proposed Development. Consideration should also be paid to site's existing use as coal mine.	Negligible
	Loss of designated Common Land	Land Use	Direct	High	Negligible	Suitable replacement land to be provided, resulting in no net loss of Common Land.	Minor Adverse
<b>Operation</b>	Permanent employment creation	NPT/Powys Economy and Labour Market	Indirect	Medium	Medium	Whilst suitable job roles for the local employment workforce may be limited initially to the necessity for specialist roles, there is direct and indirect local employment associated with the proposed development as well as the potential for education and training opportunities.	Minor Beneficial
	Changes in volume of traffic on the local road network	Local Businesses Local Residents	Indirect	Low	Negligible	Effects resulting from increased trip generation are not expected to be significant	Negligible