



CONTENTS

2. BACKGROUND INFORMATION	3
2.1 CUSTOMER SUPPLIED INFORMATION.....	3
2.2 USE OF LAND AND BUILDING, PAST AND PRESENT	3
2.3 CURRENT AND PROPOSED OCCUPANCY	7
4 SITE LOCATION	7
4.1 LOCATION DESCRIPTION	7
4.13 ALTERNATIVE SITE.....	10
4.14 SITE LOCATION PLANS.....	12
5. DEVELOPMENT CONSTRAINTS	12
5.1 PLANNING & LISTED BUILDING STATUS, TP, AND CONSERVATION AREA	12
7 DESIGN SPECIFICATION	14
7.1 EXISTING CONSTRUCTION COMPOSITION LEVEL OF SPECIFICATION	14
7.2 ALTERNATIVE SYSTEMS OF CONSTRUCTION.....	14
7.3 FIXED AND LOOSE EQUIPMENT, FURNITURE AND FURNISHINGS	14
7.4 EXTERNAL WORKS, SOLAR SHADING	14
7.5 PROVISION FOR FUTURE EXPANSION/ALTERATIONS	14
7.6 BUILDING REGULATIONS.....	14
7.7 ENVIRONMENTAL PROTECTION REQUIREMENTS (METHANE/RADON DETECTION)	15
7.8 ENERGY EFFICIENCY, BREEAM AND EPC REQUIREMENTS AND SUSTAINABILITY MEASURES	15
7.9 MAINTENANCE	16
7.11 SECURED BY DESIGN ISSUES, CONSULTATIONS	17
11 DRAWINGS AND ASSOCIATED INFORMATION	17
11.1 SITE LOCATION DRAWINGS AND AERIAL PHOTOGRAPHS	17
11.2 SKETCH SCHEMES AND OPTIONS	20
11.3 SCHEDULE OF ACCOMADATION	22
11.4 SCHEDULE OF LOOSE FURNITURE AND EQUIPMENT	22
References	23

2. BACKGROUND INFORMATION

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2.1 CUSTOMER SUPPLIED INFORMATION

There needs to be a great respect shown for the town by emphasising the longevity of the building, The building needs to have a long-lasting physical appearance as well as being a well-used building accessible for all. Renewable materials need to be used wherever possible as well as renewable energy resources. Sourcing local construction materials and local workers, the building needs to be mainly timber frame constructed of 5 storeys.

2.2 USE OF LAND AND BUILDING, PAST AND PRESENT

BRIEF DESCRIPTION

There are currently no buildings in the location where the Library & Community Hwb is being proposed to be constructed. It is currently a car park situated behind the high street of Port Talbot, see Image 1 Google Maps Aerial View of the proposed site. Station Road is the high street behind the proposed site with the train station and bus station approximately 3 minutes' walk towards the southeast of the car park and a dual carriageway bypass A48 crossing over the top on the south and southwest side of the car park.

There are two churches towards the north of the site near the Afan River, located directly opposite Carmel Chapel is an electrical box underneath the current railway line that passes under the dual carriage way bypass south and southeast of the site.



Image 1 Google Maps Aerial View



Image 2 Aerial View DigiMap Aerial

PAST LAND USE

The historic use of the land on the proposed site, the original mining of the Margam area was of coal, the main development in the industrial area was the Copper Company works at Taibach in 1770, with that came more development near Aberafon in the 1820's the Margam Tin Plate Works opened up north of the existing site with the iron production also starting production in the lower Afan Valley area (Historical Port Talbot, 2023). As shown in Image 3 1890's Historic Map , the Tin Plate works are north of the site and the Iron Foundry south of the proposed site. The river Afan runs across the northwest of the site, with that there were railway tracks running directly through the proposed site, head north towards a station called Aberavon Station (Digi Map, 2023).

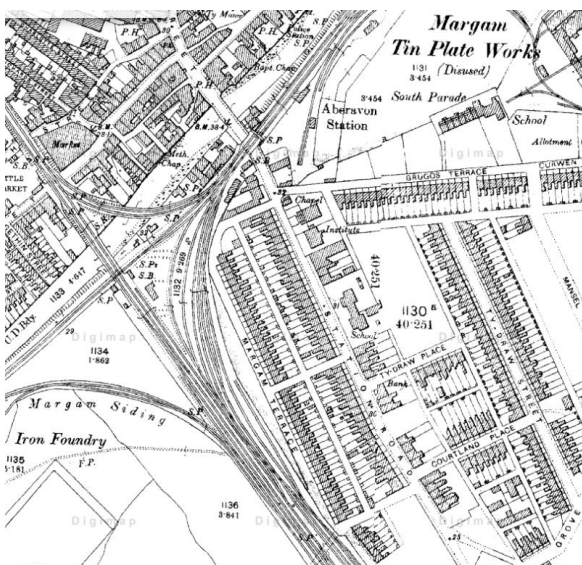


Image 3 1890's Historic Map (Digi Map, 2023)

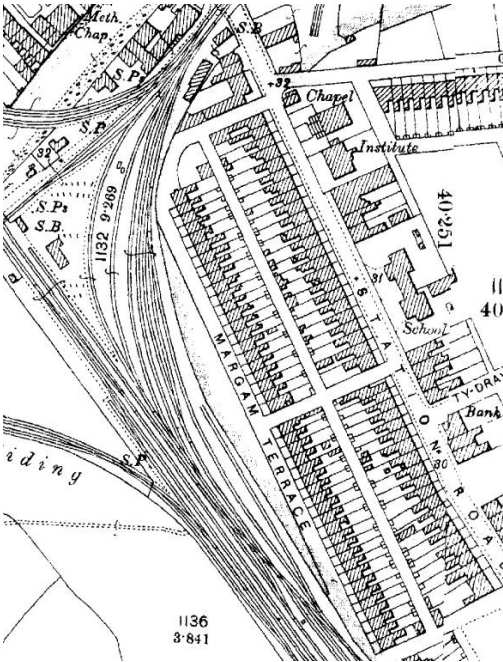


Image 4 Historic map of 1890's of Margam Terrace (Digi Map, 2023)

The map shown in Image 4 Historic map of 1890's of Margam Terrace, illustrates a row of terrace houses that were situated behind the terrace houses on Station Road, the houses on station road were all converted into commercial properties all their forecourts disappeared and pedestrianised, (People's Collection Wales, 2023).



Image 5 1910 Historic Map (Digi Map, 2023)



Image 6 1960's Historic Map (Digi Map, 2023)

In Image 6 1960's Historic Map, in the 1960's there were various deposits of discarded and disused railway tracks left on the land running directly through the proposed site and along the north of the site there was still a railway track running parallel to the Afan River towards, Aberavon Station (Digi Map, 2023).

PRESENT LAND USE

Currently there are two churches situated near the north side of the land next to the Afan river opposite each other. The first church closest to the Afan River is the Riverside Baptist Church this was built in 1877 and had some renovations completed in 1901 before being demolished in 1974 during the redevelopment of the town, in 1975 Riverside English Baptist Church opened (See Around Britain Europe, 2023). Carmel Chapel situated in Bethany Square opposite the Riverside Baptist Church is the closest building to where the proposed library would be constructed, the church has a pay and display car park (See Around Britain Europe, 2023).

Image 7, below shows a view looking from a Northeast point of the site, there is various commercial and retail buildings that were once residential, Carmel Chapel is situated in the at the furthest point looking north. The rest of the site is open car park with an electrical box opposite Carmel Chapel below the current railway line that runs adjacent to the site as seen in Image 8 below.



Image 7 Image looking north on the site with retail/commercial buildings to the northeast (Farmer, 2023)



Image 8 Electric box opposite Carmel Chapel (Farmer, 2023)

2.3 CURRENT AND PROPOSED OCCUPANCY

There is no current occupancy where the proposed library is to be built will be situated on an open car park.

4 SITE LOCATION

4.1 LOCATION DESCRIPTION

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Port Talbot is situated at the mouth of the River Afon, (Britannica, 2013), 8miles east of Swansea (Wikipedia, 2023). Which lies geographically at the lower section of the Afan Valley, Mynydd Foel lays to the west side of the lower parts of the valley while Mynydd Dinas surrounding the East this allows the River Afon to flow along the length of the valley (Afan Valley Angling, 2023).

The Location of the proposed site to construct the Kate Peters Library & Community Hwb, is located at the rear of Station Road, south and southeast of Station Road, it is triangular and approximately 2700 square meters, measuring the entire area to be redeveloped (Bing Maps, 2023).

The location and surrounding area has a rich history dating back to 4000 BC and the bronze age (Wikipedia, 2023), Port Talbot is an industrial town, and the name Port Talbot was adopted in 1837 (Historical Port Talbot, 2023).

The site location is in the coastal corridor and has key road and rail infrastructure providing easy connections both east and west, via the M4 (Neath Port Talbot County Borough Council, 2016). Heilbronn Way A48 connects the M4 and the residents of Sandfields to the town centre. Heilbronn way is a flyover that enters Port Talbot, and the site location will be to the left and below Heilbronn Way. Off the A48 you enter via a roundabout that accesses Station Road, from Station Road which has various restaurants, bars, and take away businesses on both sides of the road. With two entry points to the site location by road, the first road left takes you down a narrow entrance to the location. As you enter via the first road via Station Road see Image 9 you will arrive at a car park one small pay and display to your left dedicated to the Grand Hotel with small stone boundary walls surrounding the car park and to the right is another larger car park surrounded by brick and stone boundary walls.



Image 9 (Bing Maps, 2023)

If you continue further on Station Road it will head towards a left bend that leads to a roundabout, where you can go left into a car park or right further on to the churches and car park as seen in Image 1 .

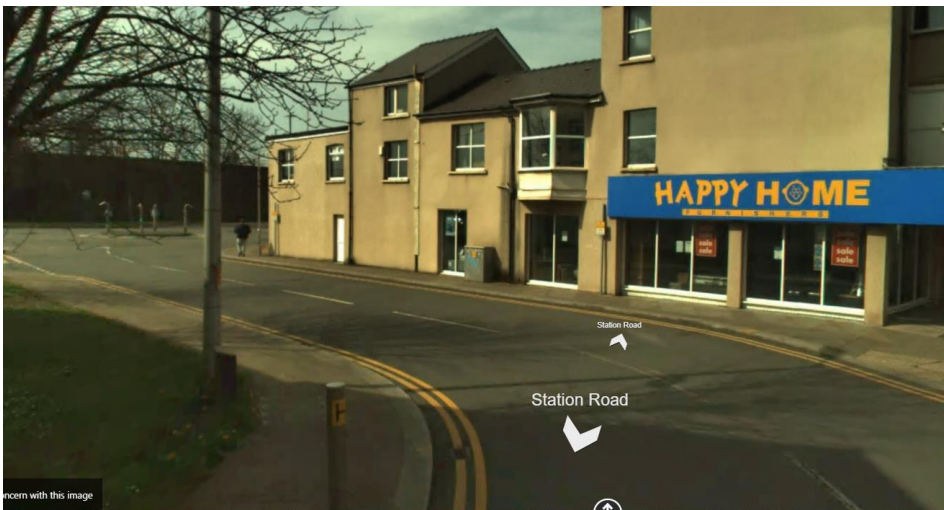


Image 10 Station Road towards roundabout (Bing Maps, 2023)

Further north to the site is where the two churches are situated aerial view in **Error! Reference source not found.**0 (Bing Maps, 2023). Riverside Baptist Church furthest north on the site and Carmel Chappel situated opposite it in Bethany Square (See Around Britain Europe, 2023).

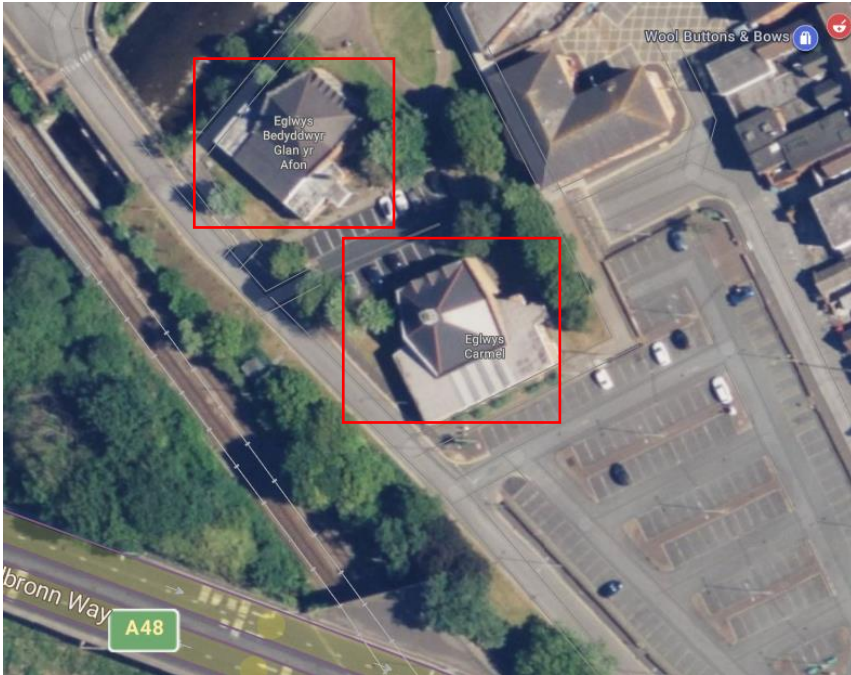


Image 11 Riverside Baptist and Carmel Chapel (Bing Maps, 2023)

The A48 Heilbronn Way runs parallel to the railway tracks, that lead from Port Talbot Parkway Railway station South of the site location before it crosses under the A48 where it continues straight while the A48 branches into a roundabout clearly seen in Image 102 below. Over the walkway there is a bus station across the River Afon, clearly marked out (Bing Maps, 2023).



Image 102 BingMaps Aerial View of Heilbronn way running over the site location (Bing Maps, 2023)

In conclusion the location can be briefly summarised as a prime location in the heart of Port Talbot city centre, which has had various transformations over the century and is located near a transport hub. It is a car park with surrounding churches and

various commercial businesses running along the northeast of the site and a car park enclosed with approximately 700mm high stone and brick boundary walls. It has the River Afon running past the north area of the site and further north and north east there is residential buildings, while the immediate south of the site is more industrial leading towards the docks and the very well-known steel works.

4.13 ALTERNATIVE SITE

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BP BAY BAGLAN

There is a possibility of various sites around Port Talbot for a state-of-the-art sustainable library and community hwb that creates as space that is accessible and welcoming to all. An alternative possible location, which is currently in the planning phases of redevelopment is behind the Western Avenue playing fields and the Ysgol Bae Baglan, however this was the site of BP Baglan Bay Oil refinery 17th February 2004 there was an announcement made by BP Chemicals to shut the Baglan Bay site (Wales Online, 2004) as also seen in Image 13 below (Geograph, 2005).



Image 13 BP Baglan Bay (Geograph, 2005)

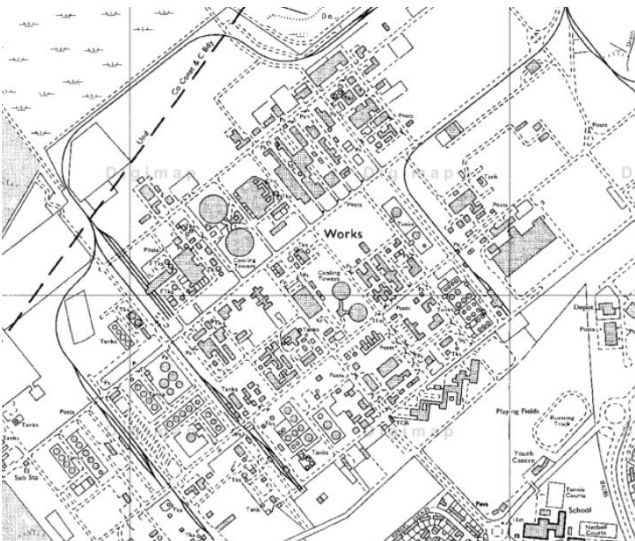


Image 14 Digimaps Historic Image of BP Bay Baglan 1980 (Digi Map, 2023)



Image 15 Current View old BP Bay Baglan Site as An Alternative Site For Kate Peters Library & Community Hwb (Google Maps, 2023)

Although both possible sites are brownfield sites, due to the previous land use of the BP Bay Baglan site, the risk of land contamination will be high, which can lead to direct exposure and indirect exposure to many hazardous substances, and these can have long-term and short-term health problems (Crossman, 2023). Although this alternative site, is also not in the centre of the town of Port Talbot and there are no substantial bus and transport links to justify building a community centre on this site, due to the Environmental Protection Act Wales 2006 it is stated that this land would need to be classified as a “special site” following regulation 2 (1) (i) “the purification (including refining) of crude petroleum or of oil extracted from petroleum, shale or any other bituminous substance except coal, or” and further investigation and remediation works would need to take place prior to exploration of the feasibility of building at this designated site.

CRAMIC WAY BEHIND PORT TALBOT PARKWAY CAR PARK



This site is an alternative that is closest to the city centre and the hub of Port Talbot and all the transport links, however this site is a brownfield site that will require a desktop study and full surveys completed, the accessibility of the site will also add as an extra cost as it is across the A48 road that gives access into Port Talbot city centre.

4.14 SITE LOCATION PLANS



SITE PLAN

Image 16 Digimaps Site Plan

Proposed site location for the Kate Peters Library & Community Hwb, the library will be constructed on the area that is currently a pay and display car park for the Carmel Chapel Church, considerations need to be made towards the through road that leads to the two churches north of the site location. Currently there is direct access at the end of Station Road in Port Talbot as the road makes a left bend leading to a roundabout that is located adjacent to the site location.

5. DEVELOPMENT CONSTRAINTS

5.1 PLANNING & LISTED BUILDING STATUS, TP, AND CONSERVATION AREA

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According to CADW there is no current listed building on the site, but there are surrounding buildings in the area that are listed. There is only 1 building that is of architectural interest. The proximity of the listed buildings is not close enough to cause enough to cause major constraints (CADW, 2021).

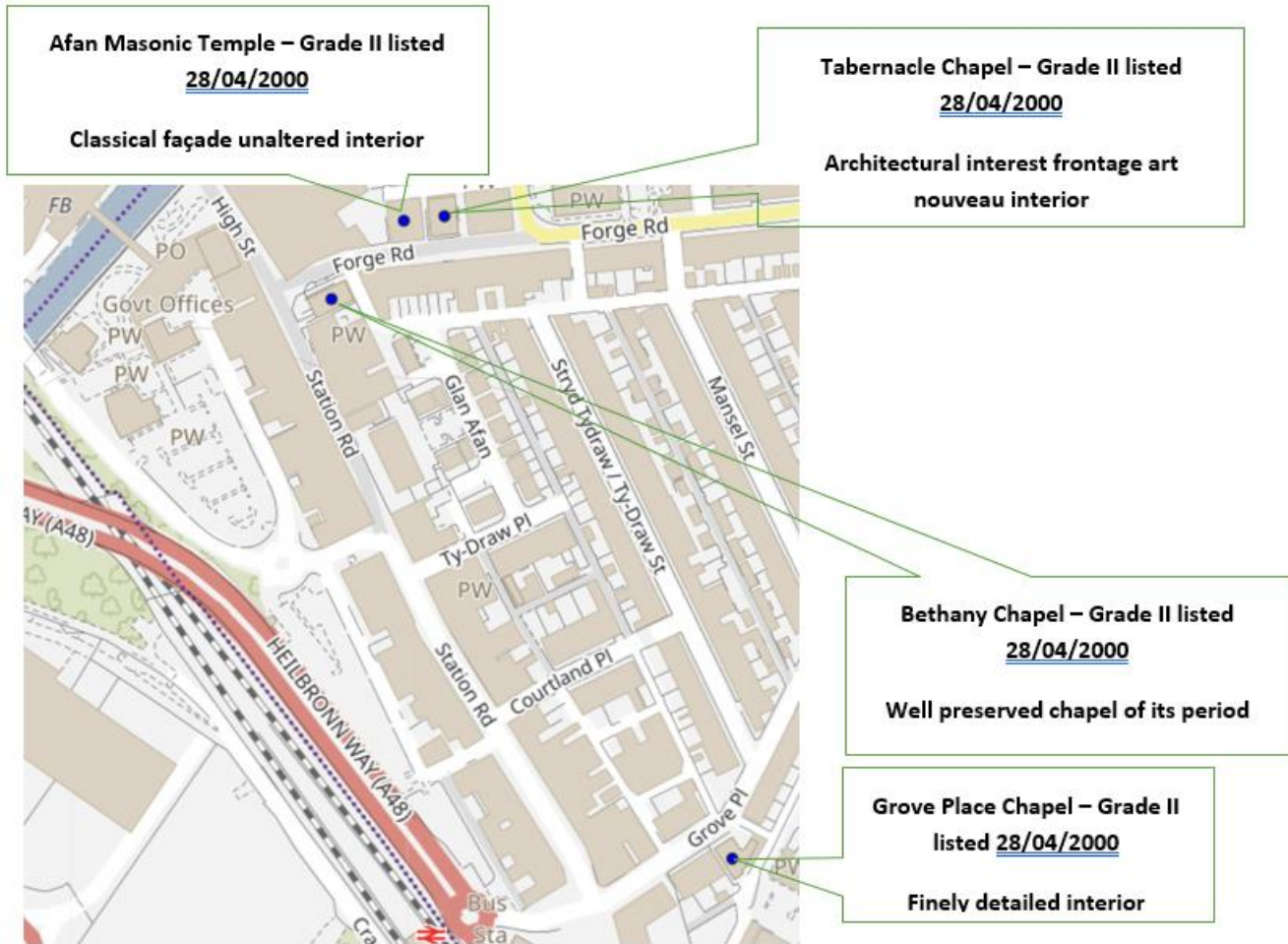


Image 16 CADW Website of Listed Buildings (CADW, 2021)

According to the Natural Resources Wales website, there is currently no protected conservation areas, in Port Talbot city centre or on the proposed site location (Wales, 2023).

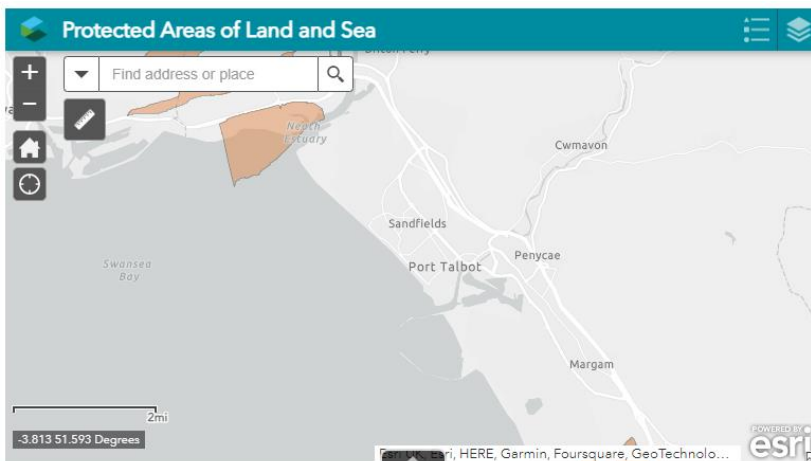


Image 17 Natural Resource Wales Map for Conservation Areas Port Talbot (Wales, 2023)

7 DESIGN SPECIFICATION

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7.1 EXISTING CONSTRUCTION COMPOSITION LEVEL OF SPECIFICATION

There is currently no building on the site, it is a pay and display car park currently, used for Carmel Chapel. The site consists of low stone and brick boundary walls with a through road to the two churches north of the site location.

7.2 ALTERNATIVE SYSTEMS OF CONSTRUCTION

The use of an alternative system of construction is an option, that can also ensure it will meet all the sustainability requirements as well as making use of renewable materials. Using a steel constructed frame, and then timber where possible this will reduce waste as the steel can be prefabricated off site and it is a very sustainable material in construction, it can maintain its strength and be versatile.

With the TATA steel nearby it would be a viable option to source the steel locally and reducing the carbon footprint by minimising the distance to site to deliver the steel. A possible steel frame structure in conjunction with precast flooring this will ensure a very speedy construction phase. Using steel frame will ensure there is a high adaptability for the building for any change of use in the future, it has a higher speed of construction over a concrete building and allows for high quality control.

Steel can also be recycled continuously without losing any of its strength and durability, the use of steel can also accommodate the design requirements with allowing a lot of natural light to enter the community library and hwb. Although steel is susceptible to corrosion, it does allow for high climatic resistance and can add to the longevity of the structure.

It is recommended to use mainly steel frame structure and incorporate, CLT cross laminated timber into the structure, to ensure the longevity of the building as well as ensuring there is use of renewable resources and using what is locally available.

7.3 FIXED AND LOOSE EQUIPMENT, FURNITURE AND FURNISHINGS

It is too early in the project to determine all the requirements, for fixed and loose equipment and furniture this will be determined as the project moves forward.

7.4 EXTERNAL WORKS, SOLAR SHADING

Solar shading will be determined, as the project moves forward. This will be concluded during the design phase of the project, this will ensure that the building does not overheat in the summer and ensure it's a comfortable space for all that will be making use of the library and community hub.

7.5 PROVISION FOR FUTURE EXPANSION/ALTERATIONS

No plans or provisions put in place yet for expansions and future alterations, this can be determined as the project moves forward in the design phase. Considerations need to be made with regards to the frame of the structure with regards to future expansions or alterations as steel frame structure with cross laminate ensures easy alterations.

7.6 BUILDING REGULATIONS

With a project of this scale full compliance with CDM 2015 (Construction Design & Management Regulations 2015) will be required.

Due to the new library and community hub being an inclusive centre focused on accessibility for all, pedestrian paths along side and entering the building need to adhere to **British Standards legislation document BS8300-2:2018** focusing on the type of threshold to allow safe step free access, ease of operation of the entrance door, effect width and drainage while retaining the level access. Access to buildings needs to be in accordance with BS 8300-2.

Effective clear widths of doors

Table 2 — Effective clear widths of doors

Direction of approach of wheelchair	Minimum effective clear width of door leaf (mm)
All external doors and internal lobby doors at the entrance of buildings	1 000
Straight-on (without a turn or oblique approach)	800
At right angles from an access route at least 1 500 mm wide	800
At right angles from an access route at least 1 200 mm wide	825

(British Standards, 2018)

Arriving at a destination and parking: Setting-down and picking-up points, public transport facilities, car/cycle parking and garaging provision should all be in accordance with **BS 8300-1**.

Approved Document Part A on building structure, **BS EN 1995-1-1:2005 Design of timber structures**.

Building Regulations 2010 Part 6 Regulation 21 & 22 relating to energy efficiency requirements **Approved Document Part L Volume 2 buildings other than dwellings conservation of fuel and power**. Heating and lighting strategies will need to be well designed to conserve energy as well as prevent any overheating.

Building Regulations 2010 Part 6 Regulation 26 – Minimum energy performance requirements for new buildings.

7.7 ENVIRONMENTAL PROTECTION REQUIREMENTS (METHANE/RADON DETECTION)

Depending on the outcome of the survey, there are three levels of regulations that may be required.

1. No protective measures
2. Basic protective measures
3. Full protective measures

Building Regulations 2010 Approved Document C Site preparation and resistance to contaminants and moisture cover methane and other gases from the ground. A full risk assessment will need to be carried out to determine if there will be any remedial measures that will need to be put in place, it is also important that this risk assessment is carried out over a period assess the gas emissions fully.

7.8 ENERGY EFFICIENCY, BREEAM AND EPC REQUIREMENTS AND SUSTAINABILITY MEASURES

BREEAM The New Construction standard can be used to assess all non-domestic buildings to future proof buildings including their local environment.

The standard is applicable to the following non-domestic building types, including:

- Commercial – Offices, industrial, retail
- Public – Healthcare, education, prisons, courts
- Multi-residential – Student accommodation, care homes
- Hospitality – Hotels, hostels
- Non-residential institution – Community centre, libraries etc.
- Assembly and leisure – Cinema, recreational centre etc.
- Other building – transport hubs, creches etc.

BREEAM has minimum performance standards on a few key areas such as energy, water and waste there 11 issues that will require minimum requirements on the BREEAM rating level a pass is 1 minimum standard, a good has 3, very good 6 excellent has 10 and outstanding has 11.

It would be advisable to incorporate, the Design Stage (DS) assessment for BREEAM rating and carry this through to preconstruction stage, this will ensure that from the start you will be aiming to achieve a BREEAM rating of **very good to outstanding** as shown in the table below by meeting the targets required. This will keep the energy costs low.

Table 2.3 BREEAM rating benchmarks

BREEAM Rating	% score
Outstanding	≥ 85
Excellent	≥ 70
Very good	≥ 55
Good	≥ 45
Pass	≥ 30
Unclassified	< 30

BREEAM rating benchmarks enable a client and all other stakeholders to compare the performance of a newly constructed building with other BREEAM rated buildings, and the typical sustainability performance of a stock of new non-domestic buildings in the UK.

In this respect each BREEAM rating broadly represents performance equivalent to:

1. Outstanding: Less than the top 1% of UK new non-domestic buildings (innovator)
2. Excellent: Top 10% of UK new non-domestic buildings (best practice)
3. Very Good: Top 25% of UK new non-domestic buildings (advanced good practice)
4. Good: Top 50% of UK new non-domestic buildings (intermediate good practice)
5. Pass: Top 75% of UK new non-domestic buildings (standard good practice)

(BREEAM, 2023)

7.9 MAINTENANCE

As part of RIBA plan of work 2020 Stage 7 Use



With a new building of this size it will require a lot of maintenance and asset management. All systems inside the building like the heating and lighting systems will need to be serviced yearly and maintained to ensure there are no periods where they could possibly breakdown. Considerations into a back up system to ensure that if there is any down time there will be no affect on the building or its occupants.

Implementation of facilities and asset management should be undertaken and appointed strategic advisers and a complete maintenance programme should be in place. The updated building manual which should include a health and safety file as well as the fire safety information.

7.11 SECURED BY DESIGN ISSUES, CONSULTATIONS

KERRI FARMER

A licensed Secured By Design consultant will need to be used to ensure an expert crime prevention design advice has been submitted starting at the preplanning stage. This means at the planning stages the principle designer and South Wales Police will need to be working closely together to ensure that the building is a safe and welcoming space for all that use it.

11 DRAWINGS AND ASSOCIATED INFORMATION

11.1 SITE LOCATION DRAWINGS AND AERIAL PHOTOGRAPHS



SITE PLAN

Proposed Location of the Kate Peters Library and Community Hwb.



View from the A48 overlooking part of the current proposed site location view facing North Easterly direction (Farmer, 2023).



View from the A48 overlooking part of the current proposed site location view facing North Westerly direction (Farmer, 2023).

Link to Drone Footage of proposed site location below (Chandler, 2023).

[Drone Footage of Proposed Site Port Talbot Centre](#)



Aerial image of current proposed site location.



11.2 SKETCH SCHEMES AND OPTIONS



Sketch scheme view from public square



Master plan aerial view



Site plan aerial view

11.3 SCHEDULE OF ACCOMADATION

ROOM/FUNCTION	FLOOR	USERS	AREA m ²	FINAL AREA m ²
Entrance/lobby	Ground	Public	63	41
Reception	Ground	Public	14	10
Staff Room	Ground	Private	12	14
Administration	Ground, First & Third	Private	16	50
Gift Shop	Ground	Public	63	66
Creche	Ground	Semi-Public	80	43
Plant Room	Ground	Private	48	44
Games Zone	Ground	Public	42	41
Kitchen	Ground	Private	35	24
Cafe	Ground	Public	81	109
Children's Library	Second	Public	112	109
Main Collection	Second & Third	Public	363	350
Study/Work Zones	All	Public	76	110
Teaching/Exhibition/Interview Space	First	Semi-Public	300	185
Roof Garden	Second	Public	135	58
Restrooms	All	Public	93	90
Storage	All	Private	40	75
Circulation (+25%)	All	Public	393	547
Total Internal Area			1966	2188

Table 1 Accommodation Requirements (Messer, 2023)

11.4 SCHEDULE OF LOOSE FURNITURE AND EQUIPMENT

Cost estimate for loose furniture: £49k this is only a provisional sum until requirements have been confirmed by the client.

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