

Tata Steel Ltd.

Design & Access Statement

Port Talbot Steelworks

P-Fields - Concrete Hardstanding Application

August 2024

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Contents

01.	Introduction	4
•	Document Structure	5
•	Reading This Document - Plan Orientation	6
•	Project Summary	7
•	Site Location	8
•	Site Description	9
•	Planning Policy	10
02.	Assessment & Site Appraisal	14
•	Strategic Access and Connectivity	14
•	Character	16
•	Access	18
•	Site Investigation	19
•	Ecology and Green Infrastructure	20
•	Drainage and Flood Risk	22
•	Landscape and Visual Impact Assessment	24
•	Opportunities and Constraints Summary	26
03.	Detailed Design	28
•	Proposed Layout	28
•	Access	30
•	Ecology and Green Infrastructure	32
•	Drainage	34
•	Landscape and Visual Impact Assessment	36
04.	Summary	38
•	Conclusion	38

01

Introduction

This Design and Access Statement (DAS) has been prepared on behalf of Tata Steel Ltd ('TSUK').

The DAS supports a planning application for the installation and retention of concrete hardstanding (26,600m² / 2.66ha) for industrial use associated with the continued operations of the steelworks, and landscaping, green infrastructure and drainage works.

This DAS as stated by TAN 12 is intended to be a communication tool which outlines how design and access has been considered from the outset of the development process.

The DAS also reflects guidance set out in Design and Access Statements in Wales: Why, What and How (Design Commission for Wales, 2017). Specifically, the DAS demonstrates a logical design process, and has been written with consideration for advice on how to structure a DAS.

The DAS demonstrates that the proposed development would be responsive to its surrounding context. The DAS should be read in conjunction with the full set of supporting documentation submitted as part of the planning application.

Document Structure



Introduction

Gives an overview of the site location, wider context and key considerations.



Assessment & Site Appraisal

Describes the wider setting, planning and local considerations to inform design development. Describes the environmental setting and site-specific considerations, summarising a suite of technical analysis.



Access

A description of the proposed development access and related strategies.



Detailed Design

A description of the proposed detail submission elements, summarising a suite of technical information.



Summary

A review of the key aspects of the proposal.

Glossary of Terms

Reading This Document - Plan Orientation

Two plan orientations will be used throughout this document. Plans showing the wider context will be orientated with north at the top of the diagram (as shown to the right) whereas plans showing the site in detail will be orientated facing west-southwest (as shown on the next page). The detail diagrams are arranged as such to more easily compose the site and surrounding steelworks on a page.

Plans Orientated facing West-Southwest:

- 1. Surface Water and Small Watercourses
- 2. Existing Habitats
- 3. Zone of Theoretical Visibility
- 4. Opportunities and Constraints
- 5. Potential Site Access
- 6. Proposed Site



Figure 1: Site Aerial orientated north



Figure 2: Site Aerial orientated west-southwest

Project Summary

Generations of Opportunity

The Port Talbot Margam steelworks were constructed and operational in the early 1920s, with the Abbey steelworks following in the 1950s. Much of the Margam steelworks’ assets remained operational and were used in conjunction with the Abbey steelworks for a considerable period of time. Port Talbot Steelworks has provided jobs and economic opportunities over the last 100 years for residents of Port Talbot. At its peak in the 1960s the site was the largest single employer in Wales employing around 18,000 people.

The Port Talbot Steelworks is also one of the largest steel production plants in Europe.

This Application

The application relates to the construction of concrete hardstanding on land at ‘P’ Fields, Port Talbot Steelworks in Port Talbot (Proposed Development). The hardstanding will cover an area of circa 26,600m². No buildings or other structures are proposed as part of the application.

Vehicular access to the development site will be provided from within the existing TSUK site and accessed predominantly via the existing Main Gate site access off the A4241 Harbour Way. Two access points into the site are proposed, both of which are wide enough to accommodate HGV movements and will be managed appropriately by TSUK.

The hardstanding will continue to be used for industrial purposes by TSUK. There will be no change of use of the established industrial land. The application relates only to the proposed engineering operations and does not require a change of use.

Need for Development

TSUK is currently in the process of decommissioning large-scale assets relating to its ongoing closure of the Port Talbot heavy end configuration. This involves a significant amount of physical work requiring extensive laydown spaces. It will use a significant proportion of the existing laydown and compound areas to the northern part of the Port Talbot site. The decommissioning includes the sinter plant, 2 no. blast furnaces, coke ovens, power plant and ancillary infrastructure.

TSUK also has a number of critical maintenance projects, which need to be carried out relating to existing and ongoing operational assets in the central area of the site. Some of these will also require laydown and compound areas. These include maintenance projects within the cold mill and hot mill, and essential site infrastructure.

TSUK is already repurposing some of the existing hardstanding in the central section of the Port Talbot site for laydown and compound areas in order to facilitate parts of these projects, but it is necessary to create an additional laydown and compound area in the central section of the site in order for these projects to be carried out at the appropriate time.

Future development aspirations for the site will be covered separately to this application. Any future use of the space and/or development at the site will be subject to a separate planning application.

Site Location

Wider Location

Port Talbot is located in the County Borough of Neath Port Talbot, Wales. The Port Talbot steelworks is located wholly within the county. It comprises major buildings accommodating key components of the steel making process, together with associated ancillary structures and infrastructure.

This site lies approximately 1.75km to the south east of Port Talbot town centre and approximately 650m south of Margam Wharf.

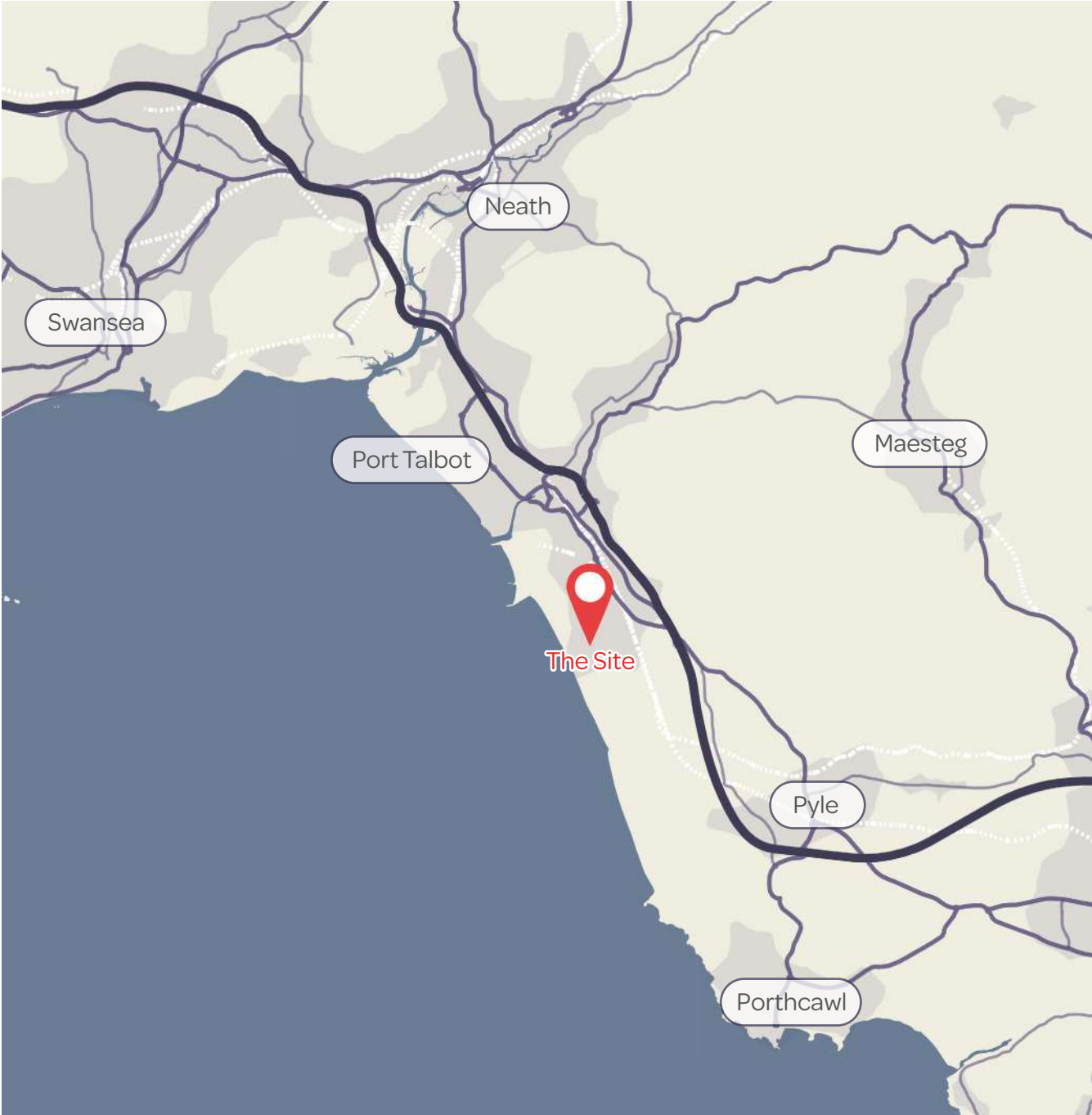


Figure 3: Regional location plan

Site Description

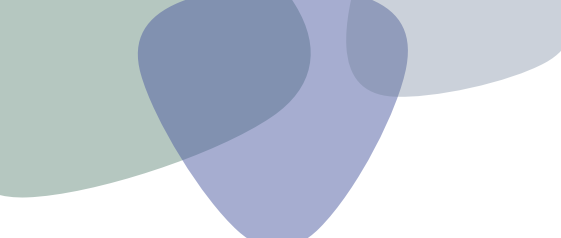
Site Location

The application site measures 6.049ha and is identified in the adjacent plan. This site is on land at 'P' Fields, Port Talbot Steelworks, and is located at the heart of an established industrialised area. The site is entirely surrounded by industrial land use.

The proposed development area comprises an existing compound used for open storage of steel slab as part of the existing steelworks operation. The site is largely made up of degraded hardstanding and spoil heaps associated with the steel manufacturing process on site. The site is located relatively central to the industrial complex, surrounded by other compounds, yards, plant and associated infrastructure.



Figure 4: Site Location Plan



Planning Policy

The accompanying planning statement provides a detailed analysis of policy objectives. The following provides a summary of those policies directly applicable to the design of the proposal.

The current Development Plan for the site consists of the Neath Port Talbot County Borough Council Local Development Plan 2011 - 2026 (NPTLDP), adopted in January 2016.

Other material considerations include:

- Planning Policy Wales (Edition 9, November 2016)
- Technical Advice Notes
- Supplementary Planning Guidance

Neath Port Talbot County Borough Council Local Development Plan

Key policies of relevance include;

Environmental Health

Paragraph 2.2.1 confirms the objective to value the environment. Objective 16 aims to address air quality issues and minimise noise generating and polluting activities.

Strategic Policy 2 (Health) is to reduce people's exposure to the determinants of poor health and provide an environment that encourages healthy, active and safer lifestyles.

Strategic Policy 16 (Environmental Protection) states that air, water and ground quality and the environment generally will be protected and where feasible improved through the following measures:

- Ensuring that proposals have no significant adverse effects on water, ground or air quality and do not significantly increase pollution levels

- Giving preference to the development of brownfield sites over greenfield sites where appropriate and deliverable
- Ensuring that developments do not increase the number of people exposed to significant levels of pollution.

Policy EN 8 (Pollution and Land Stability) states that proposals which would be likely to have an unacceptable adverse effect on health, biodiversity and/or local amenity or would expose people to unacceptable risk such as air, noise and light pollution, contamination, land instability and water pollution will not be permitted.

Policy EN 9 (Developments in Central Port Talbot Area) requires developments which could breach air quality objectives during their construction phase to comply with a Construction Management Plan, submitted to the Council as part of the planning process.

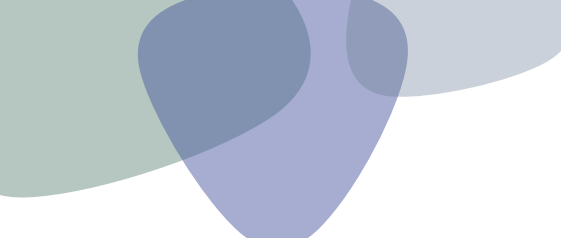
Design

Policy TR2 (Design and Access of New Development) confirms that proposals will only be permitted where they can meet all of the relevant criteria stated. These include not compromising safe and efficient use of the highway network, and providing safe access arrangements to allow safe manoeuvring of service vehicles.

Policy BE 1 (Design) states that all proposals will be expected to demonstrate high quality design and take account of the natural, historic and built environmental context. The policy sets a range of criteria to be satisfied (where relevant) for development to be permitted. This includes:

- Complementing and enhancing the appearance of the site and area in relation to the proposal's scale, height and massing, elevational treatment.
- Respect for site context within the local landscape.
- Utilising appropriate materials and landscaping/screening, where appropriate.
- Using resources as efficiently as possible.

Paragraph 5.5.3 states that the character of most of the area derives from its industrial heritage, including the large scale steel industries.



Planning Policy

Other Material Considerations

Planning Policy Wales (PPW)

PPW (Edition 12) was adopted in February 2024 and sets out the land use planning policies of the Welsh Government. It is supplemented by a series of Technical Advice Notes.

Sustainable Development

The planning system provides for “a presumption in favour of sustainable development to ensure that social, economic, cultural and environmental issues are balanced and integrated, at the same time, by the decision-taker...in taking decisions on individual planning applications”. Section 3.3 seeks to ensure sustainable development through good design.

Environmental Health

Paragraphs 6.7.15 - 6.7.18 consider the location for commercial, industrial and potentially polluting development. Material considerations in determining applications for such developments are likely to include (inter alia):

- Location, taking into account such considerations as the reasons for selecting the chosen site itself.
- Impact on health and amenity.
- The risk and impact of potential pollution from the development, insofar as this might have an effect on the use of other land and the surrounding environment.
- Impact on the road and other transport networks, and in particular on traffic generation.
- Impact on groundwater and surface water quality.
- Effect on biodiversity and ecosystem resilience.

Design

Section 3.3 promotes sustainability through good design, and notes that design must consider the social, environmental and economic aspects of the development, including construction, operation, management and the relationship to the surrounding context.

Technical Advice Notes

Technical Advice Notes (TANs) are supplementary documents to Planning Policy Wales. A number of TANs are relevant to the planning application but TAN12 specifically considers design.

TAN12: Design

TAN12 was adopted in March 2016 and provides advice on promoting good, sustainable design through the planning system.

Guidance promotes early consultation and consideration of design with the local planning authority and sets out the approach for delivering good design. Guidance is provided on a range of design elements, including, but not limited to access, character, sustainability, movement and context.

Supplementary Planning Guidance

Design

This guidance was adopted by Neath Port Talbot County Borough Council in July 2017 and is a material consideration in the decision making process.

With regards to the TSUK steelworks, the SPG recognises that large scale industry forms a key characteristic of the area’s heritage and character. The steelworks forms part of the landscape and views across the area.

Section 4 of the SPG focuses on the implementation of Policy BE1 of the NPTLDP. This sets out a number of key principles which should be considered by developers in the design of the proposal, including:

- Defining and identifying where and how development proposals have regard to distinctiveness and enhancing the character of the surrounding area.
- Demonstrating how local context and character has been addressed, including the wider landscape, townscape and heritage where appropriate.
- Explaining and justifying the use of materials and landscaping within the development.
- Demonstrating that the proposals do not adversely affect highway safety or residential/community amenity.
- Demonstrating that the planning, layout and orientation makes efficient use of land, taking account of site constraints.

02

Assessment & Site Appraisal

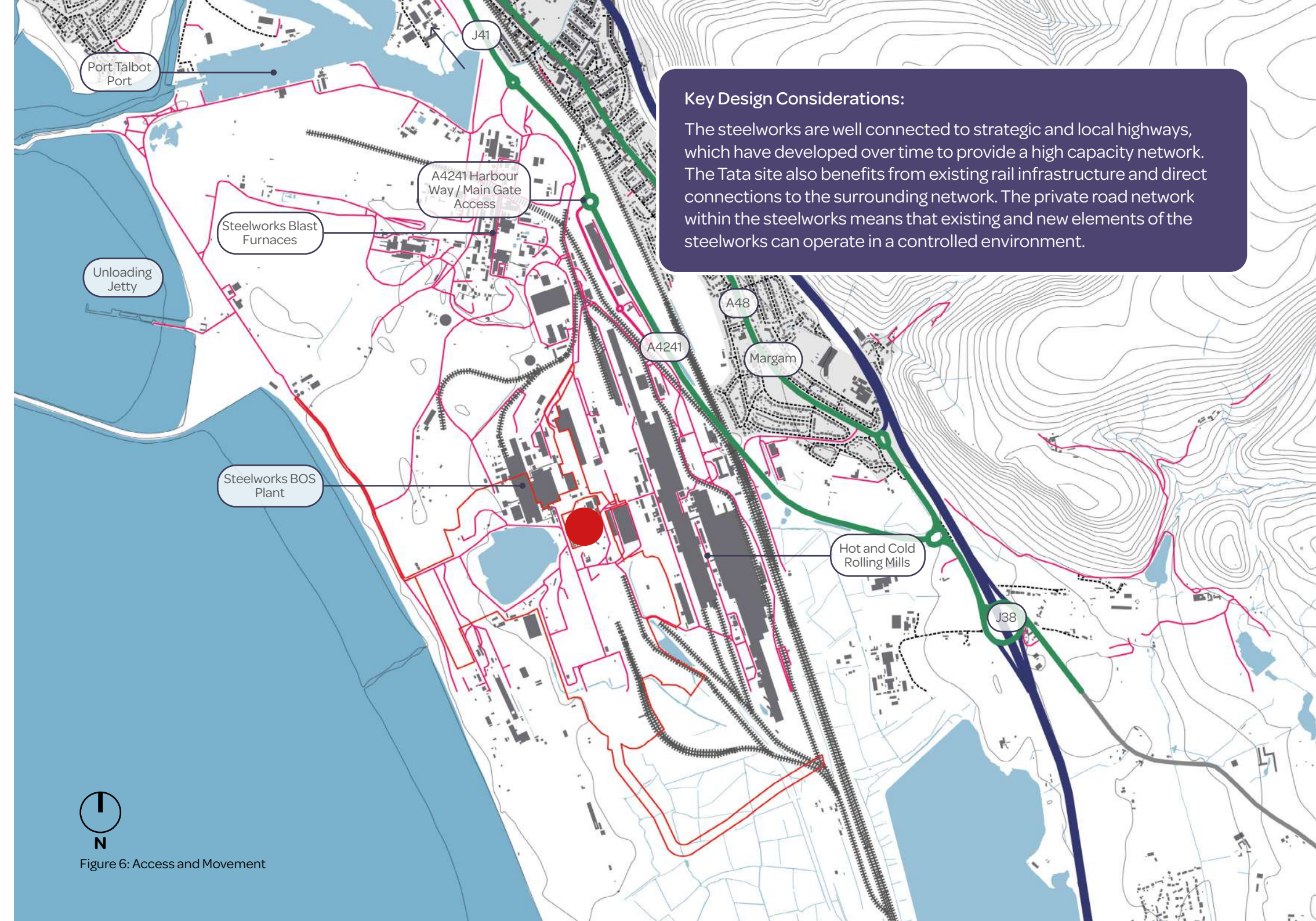
Strategic Access and Connectivity

Port Talbot is well connected to the wider South Wales region, principally via the M4 motorway and the South Wales Mainline rail line.

At Port Talbot the M4 has key junctions with the A48, specifically junctions 38 and 41, which provide the most convenient access between the motorway and the Tata site via the A42141 Harbour Way. This runs adjacent to the site and opened in 2013.

Alongside direct links to the M4, Tata benefits from existing rail infrastructure within the site which connects directly to the South Wales Mainline rail line.

Due to the secure nature of the steelworks and the adjoining port areas to the north many roads to the west of Harbour Way are private roads with restricted access. This includes security lodges / gates. The proposed development will be accessed via this private road network.



Key Design Considerations:

The steelworks are well connected to strategic and local highways, which have developed over time to provide a high capacity network. The Tata site also benefits from existing rail infrastructure and direct connections to the surrounding network. The private road network within the steelworks means that existing and new elements of the steelworks can operate in a controlled environment.



Figure 6: Access and Movement

Character

The Steelworks

The site sits within the confines of the existing steelworks. This is characterised by a heavily industrialised built environment, which dominates the southern end of Port Talbot.

The steelworks lie to the south of the River Afan, which cuts through Port Talbot town centre. The industrial area runs parallel to the M4 and is highly prominent on approach to Port Talbot from the south/ east.

Building scale

The steelworks is a utilitarian environment with a range of structures with different scales. The size of buildings and structures vary according to their function within the industrial process. Larger buildings include the blast furnaces, power stations, rolling mills, and the BOS Plant. These buildings are served by a series of large yards, storage sites, and transport systems, such as conveyor belts and railway lines.

There are also several tall structures in the form of stacks, storage tanks, and cooling towers.

The built environment of the steelworks also includes buildings of very large footprint, and an extensive network of overground pipework and infrastructure.



Figure 7: Rolling Mill Exterior



Figure 8: Blast Furnaces



Figure 9: Parking adjacent to the BOS Plant



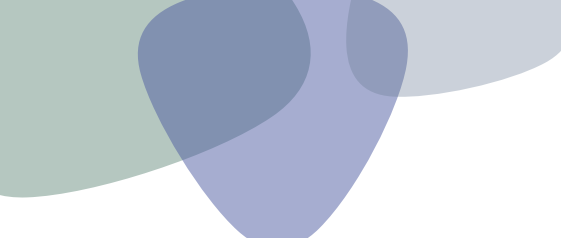
Figure 10: HARSCO Plant (Lowray Architects)



Figure 11: Coke Ovens (now decommissioned)



Figure 12: Railway sidings near to rolling mills



Access

SCP have been appointed to provide transport planning and engineering advice in support of the proposed development.

Existing Site Access

The existing TSUK site is accessed from two locations off the A4241 Harbour Way, the A4241 Harbour Way / Main Gate Access roundabout and A4241 Harbour Way / West Gate Access roundabout, as shown on Figure 12 earlier.

For vehicles egressing the TSUK site, the Main Gate Access road provides a two lane approach onto the A4241 Harbour Way / Main Gate Access roundabout. On entry to the site, the Main Gate Access provides a single lane off the A4241 Harbour Way / Main Gate Access roundabout initially. This widens to two lanes after around 50m and then 3 lanes after circa 80m on the approach to the internal site roundabout and gate house. Each vehicle passes a security check prior to entering the site. The site security gate is located circa 650m from the A4241 Harbour Way / Main Gate Access roundabout, with the majority of the access road comprising 3 lanes which provides significant queuing capacity before the adopted highway.

The West Gate Access road provides a single

lane approach onto the A4241 Harbour Way / West Gate Access roundabout. For vehicles accessing the site via the West Gate Access, a single lane is provided off the A4241 Harbour Way for circa 165m which widens to two lanes for another circa 100m on the approach to the gate house, providing significant queueing capacity.

Existing Pedestrian / Cycle Access

There is a shared footway / cycleway that runs along western side of the aforementioned site access roads, connecting to a shared footway / cycleway on the A4241 Harbour Way.

Geotechnical

The site has been assessed by RSK for its vulnerability on many geo-aspects, including site investigation, ecology and landscape, and drainage and flood risk.

Site Investigation

Given the site's previous and current uses, Made Ground is expected to be present across the site. Made Ground generally comprises reworked natural strata with anthropogenic materials of slag, brick, concrete and metal.

The following potential environmental constraints relating to the development have been identified:

- Localised pollutant linkages associated with the former land uses however the proposed concrete slab will be an effective barrier to mitigate the direct contact of contaminants to the end user.
- There is a potential source of mine gases associated with the former colliery works, however no buildings are proposed and therefore the risk of ground gas is considered to be low.

- There are off-site sources of contamination associated with the active steelworks within the wider site, however there is a proposed redevelopment of the surrounding area (to be subject to a separate planning application) and mitigation measures will be adhered to in order to ensure risks to end users are low.

Several geotechnical constraints are also identified which should be considered further prior to construction of the development. However, given the low loads of the proposed concrete slab, the geotechnical risks identified are considered to be relatively low.

Ecology and Landscape

RSK have been appointed to provide a preliminary ecological appraisal (PEA) of the site, determining an ecological baseline. It provides an assessment of the terrestrial ecology effects arising from the proposed development. A landscape assessment has also been undertaken by Stephenson Halliday, determining the existing green infrastructure of the site.

Ecology

The survey area comprises the following habitat types; bare ground, hardstanding, scrub and ephemeral short perennial vegetation.

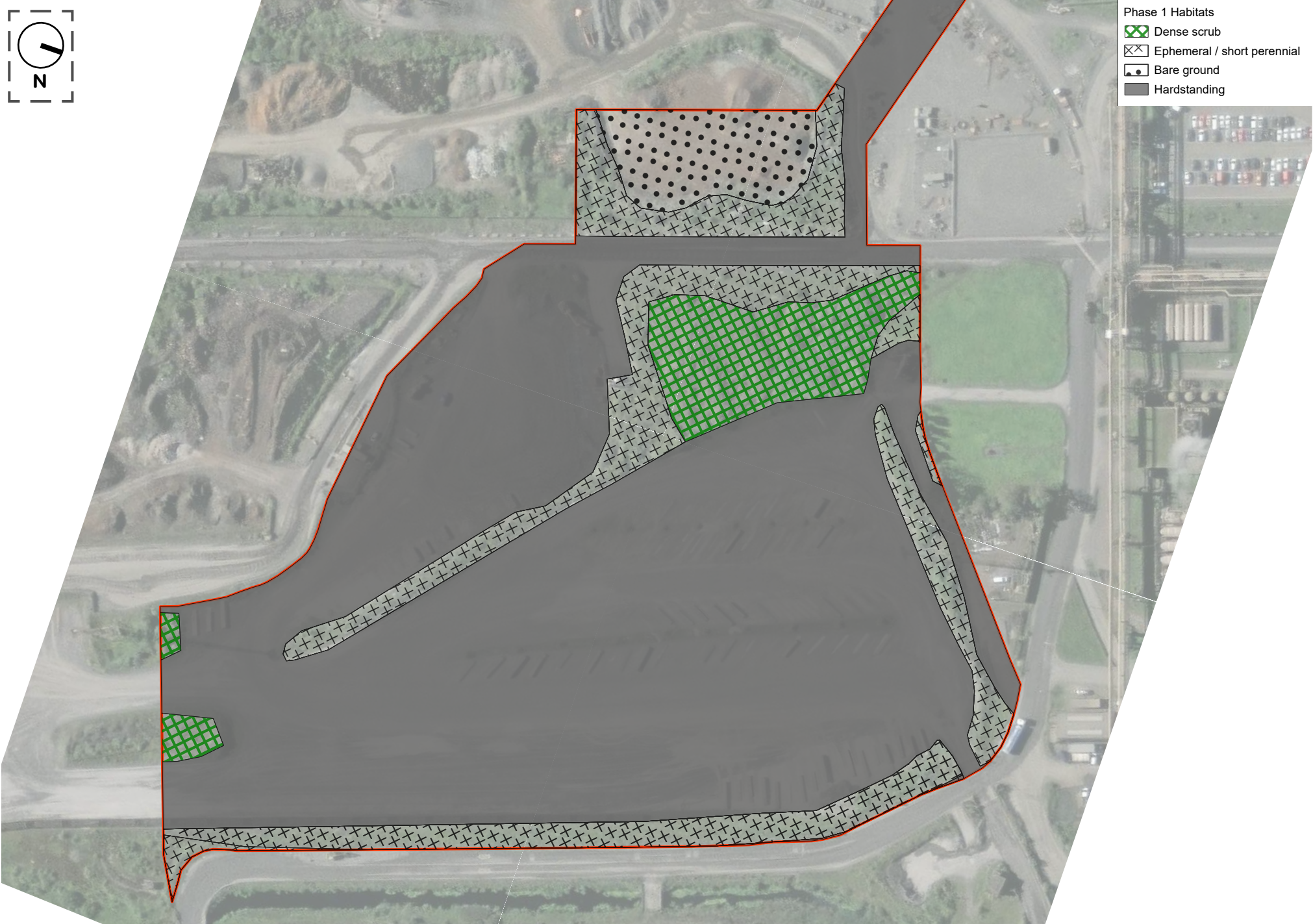
There are no plant species from the habitats recorded on the site that are critically endangered, endangered, or vulnerable on the IUCN red list, additionally, no invasive non-native species were identified on site.

Collectively the mosaic of habitats present within the steelworks (grasslands, ephemeral short perennial vegetation in addition to the areas of bare loose substrate) would be identified as open mosaic habitat on previously developed land, a habitat of principal importance in Wales, listed under Section 7 of the Environment (Wales) Act. Due to the nutrient poor status of the substrate on which vegetation has established the flora is relatively diverse and species rich.

Landscape

The P Fields application area offers little in term of existing Green Infrastructure as the site is largely made up of degraded hard standing, compacted rough and potentially contaminated ground and, spoil heaps generated from waste products associated with the steel manufacturing processes on site. However, the northwestern and southeastern corner within the redline boundary is currently occupied by a significant spoil heap with a liner strip extending diagonally southwards. This covers an area of approximately 6,220m2 and accommodates some habitat in the form of self-colonised open grass mosaic, common across the wider industrial environment and found on many other spoil heaps located around the wider TATA operational site.

Figure 13: Existing Habitats Plan (ref: Ecological Impact Assessment)



Drainage and Flood Risk

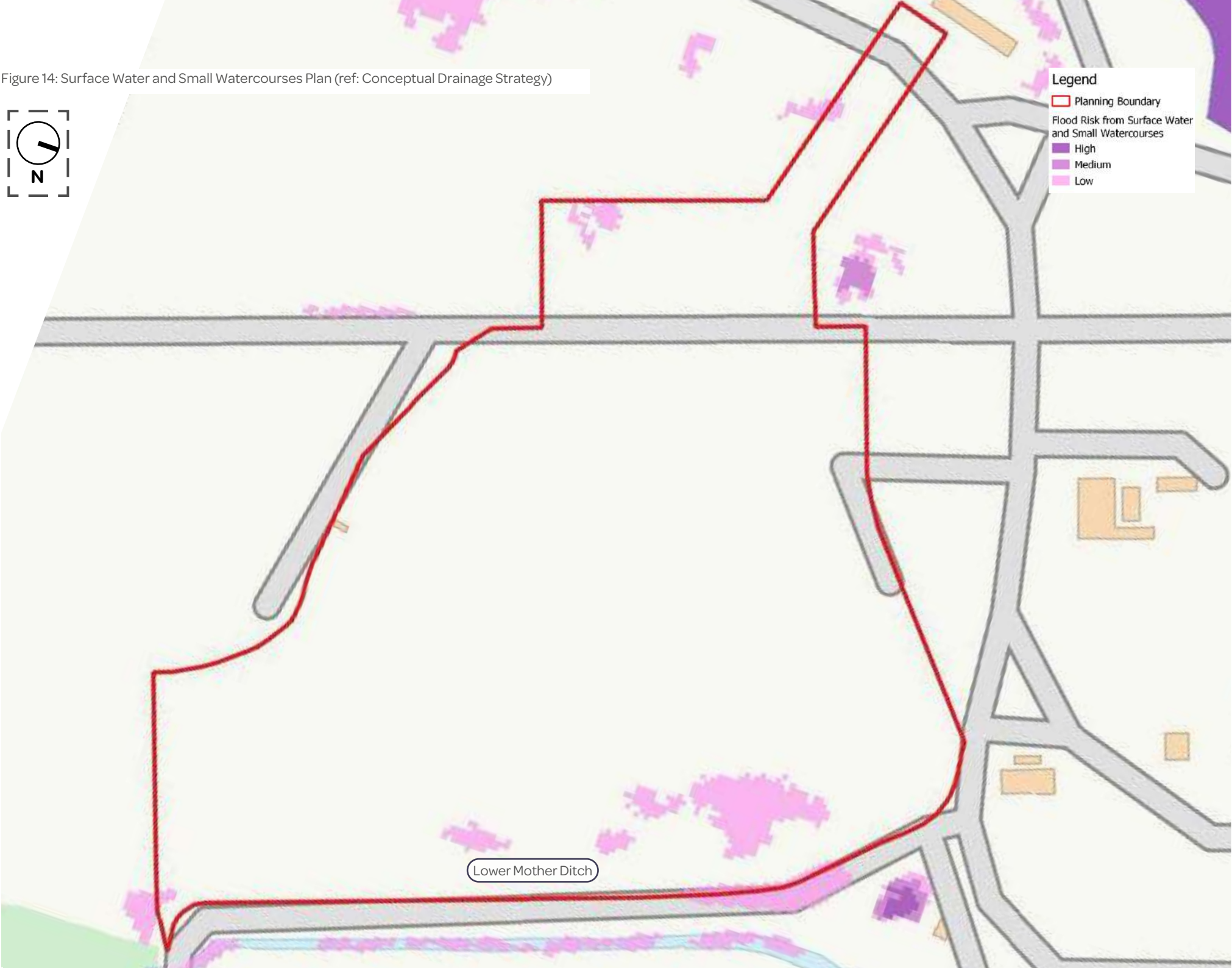
JBA Consultaing have been appointed to assess drainage and flood risk, and propose any solutions for the site.

This site is defined as areas known to have been flooded in the past evidenced by sedimentary deposits. The site is located within Flood Zone B. This indicates areas which are generally suitable for most forms of development and there is no requirement for the application of the Justification Test, and therefore a Flood Consequences Assessment for the site is not applicable.

The NRW Flood Risk Assessment Wales (FRAW) flood risk from Surface Water and Small Watercourses mapping shows that the proposed development site is generally at very low risk.

The proposed development site is highly industrial due to its current production of steel. Consequently, due to the risk of water contamination, the management of surface water shall need to reflect the industrial setting.

Figure 14: Surface Water and Small Watercourses Plan (ref: Conceptual Drainage Strategy)



Landscape Visual Impact Assessment

RSK / Stephenson Halliday have been appointed to prepare a landscape and visual impact appraisal (LVA) of the proposed development at the Tata Steel Works, Port Talbot.

It provides an assessment of the existing landscape and visual baseline environments; their sensitivity to change and describes the key landscape and visual related aspects of the proposed development

The ZTV for the Proposed Development shows that the main area of visibility extends is to the east as topography rises, albeit this is limited to approximately circa 3 km of the Site.

The Wales Coast Path runs inland along the Braided Route on the high ground to the east of the Site. This route is representative of the Countryside Right of Way (CROW) accessible land and other Public Right of Way (PRoW) in its vicinity.

There are no specific viewpoints, or designated landscapes within the study area.

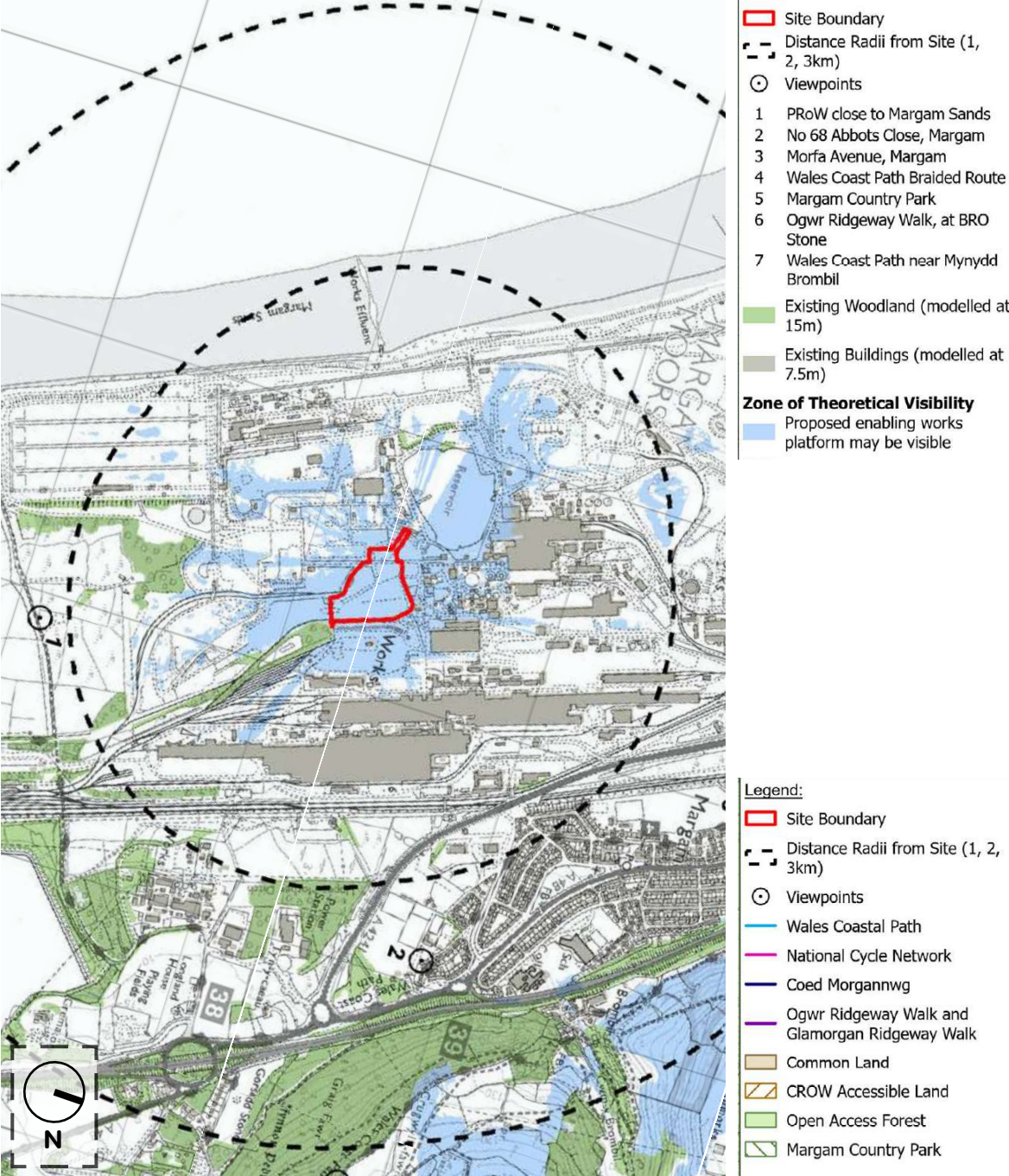


Figure 15: Zone of Theoretical Visibility (ZTV) Plan (ref: Landscape and Visual Appraisal)

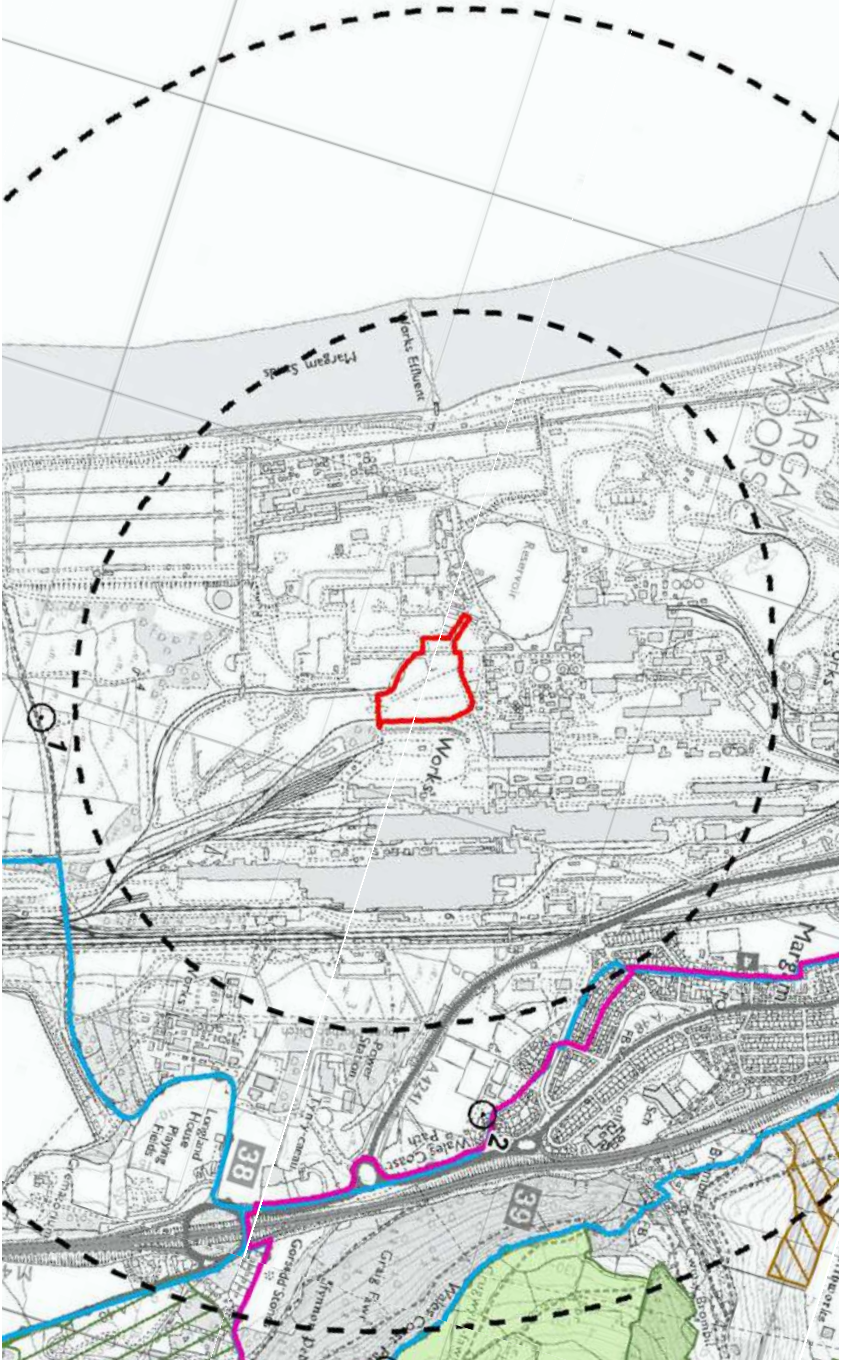


Figure 16: Surrounding Significant Areas and Access Plan (ref: Landscape and Visual Appraisal)

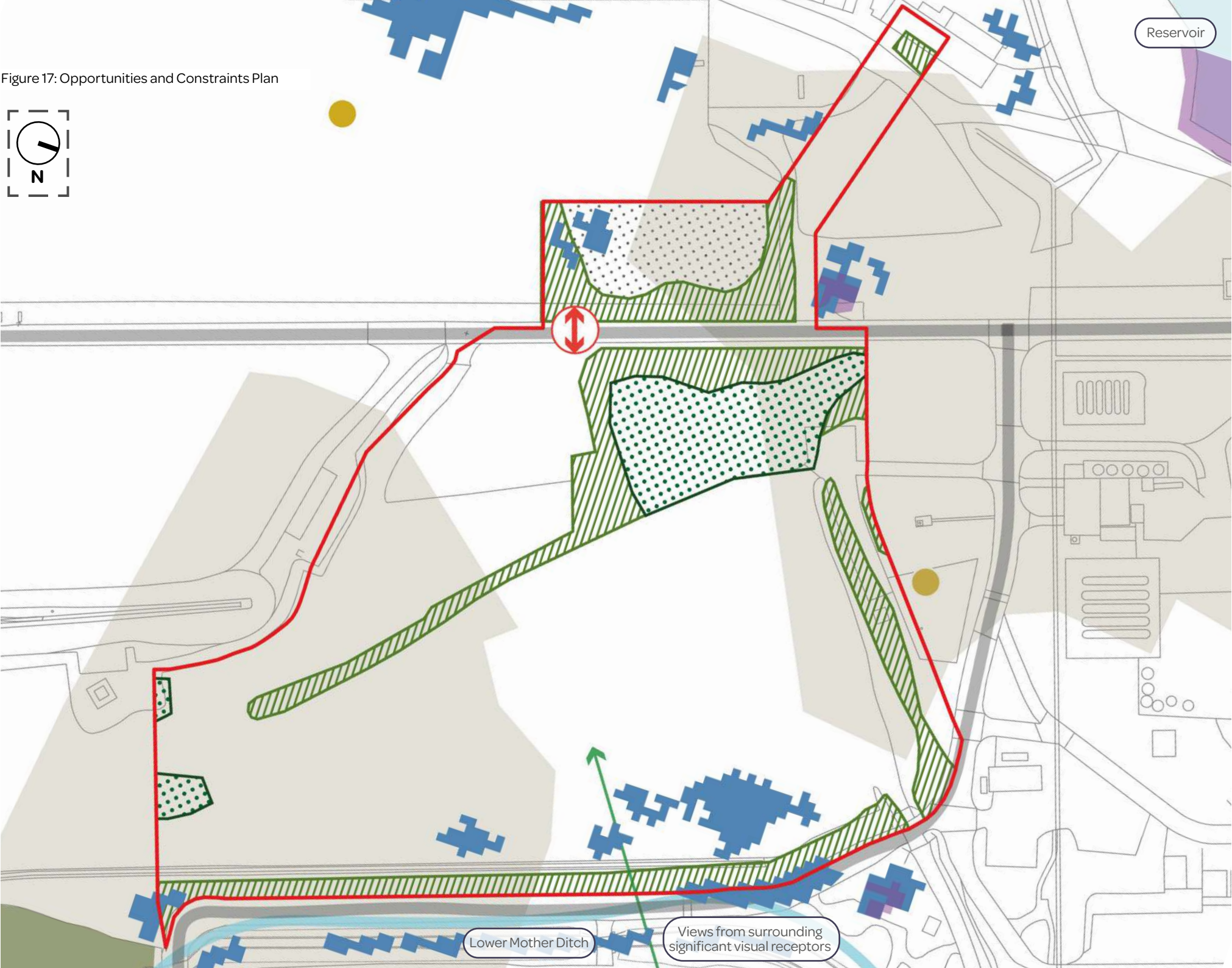
Opportunities & Constraints Summary

The site has few spatial constraints - those that do exist are generally minor in consideration of what is being proposed. These include:

- A private road which runs through the site to the west, providing ideal direct access in and out of the steelworks. This would be the most logical direct access into the site.
- Surrounding watercourses and bodies. The site at very low/ low risk of surface water flooding and very low risk of flooding from rivers and the sea.
- There is overall minimal visual impact of the site to the surrounding. However, there are visual receptors from PRowS on the hill inland to the east.
- The site includes small areas of mosaic (ephemal) and bare ground habitat. This habitat can however be moved within the wider steelworks in order to create new areas of ephemal habitat and ensure no net loss of habitat.

Key:	
Site Boundary	
Key Access Road	
Potential Vehicular Access	
Bare Ground	
Dense Scrub	
Ephemeral/Short Perennial	
Hard Standing	
Woodland	
Minor Landscape Visual Impact	
BritPits / Mine Entry	
Surface Ground Workings	
Low Surface Water Flood Risk	
Water Body/ Watercourse	

Figure 17: Opportunities and Constraints Plan



03 Detailed Design

Proposed Layout

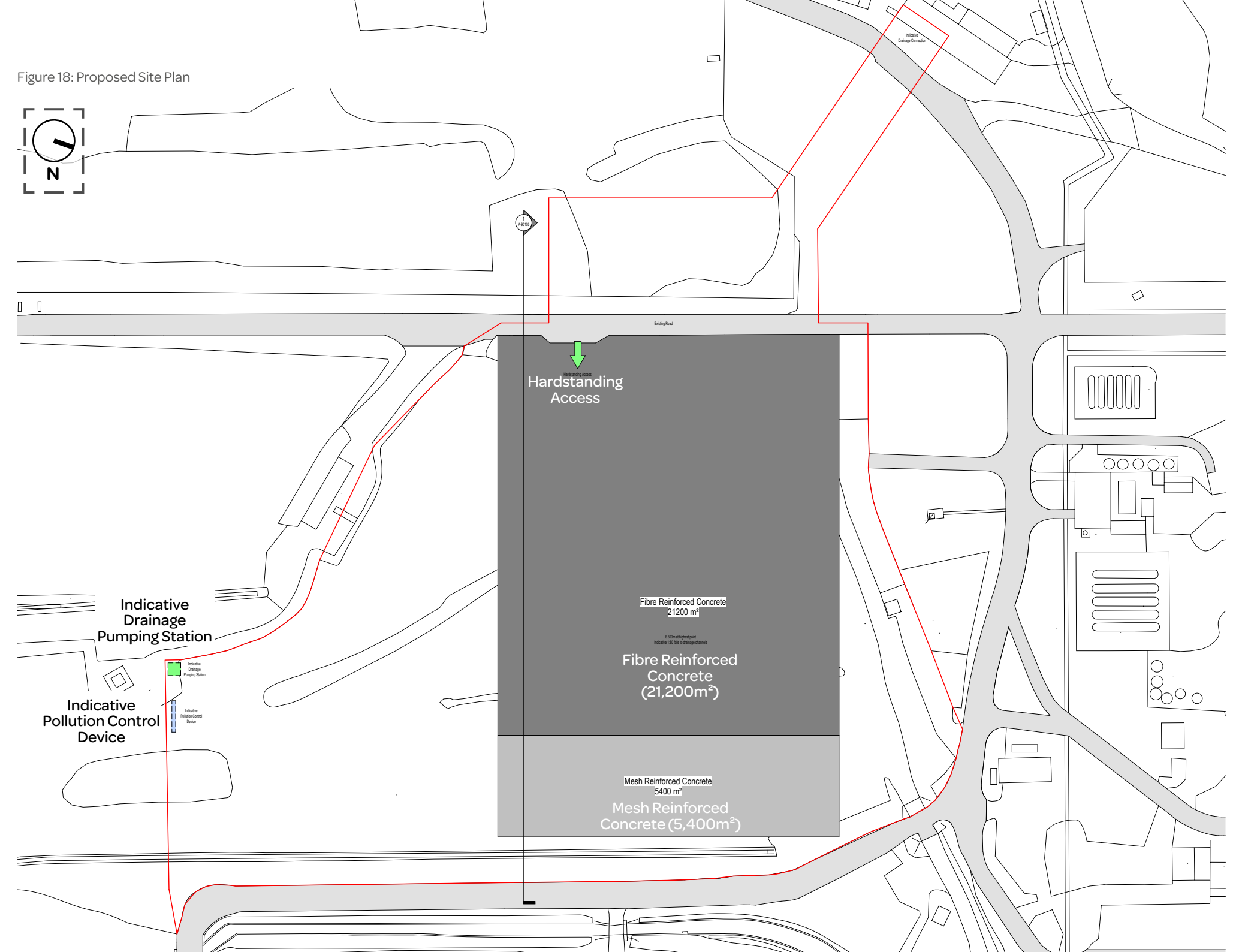
Description of Development

The proposed development is the installation and retention of concrete hardstanding for industrial use associated with the continued operations of the steelworks, and landscaping, and green infrastructure and drainage works.

Legend:

-  Site boundary
-  Fibre Reinforced Concrete Hardstanding for laydown of scrap material
-  Mesh Reinforced Concrete Hardstanding for laydown of scrap material

Figure 18: Proposed Site Plan



Access

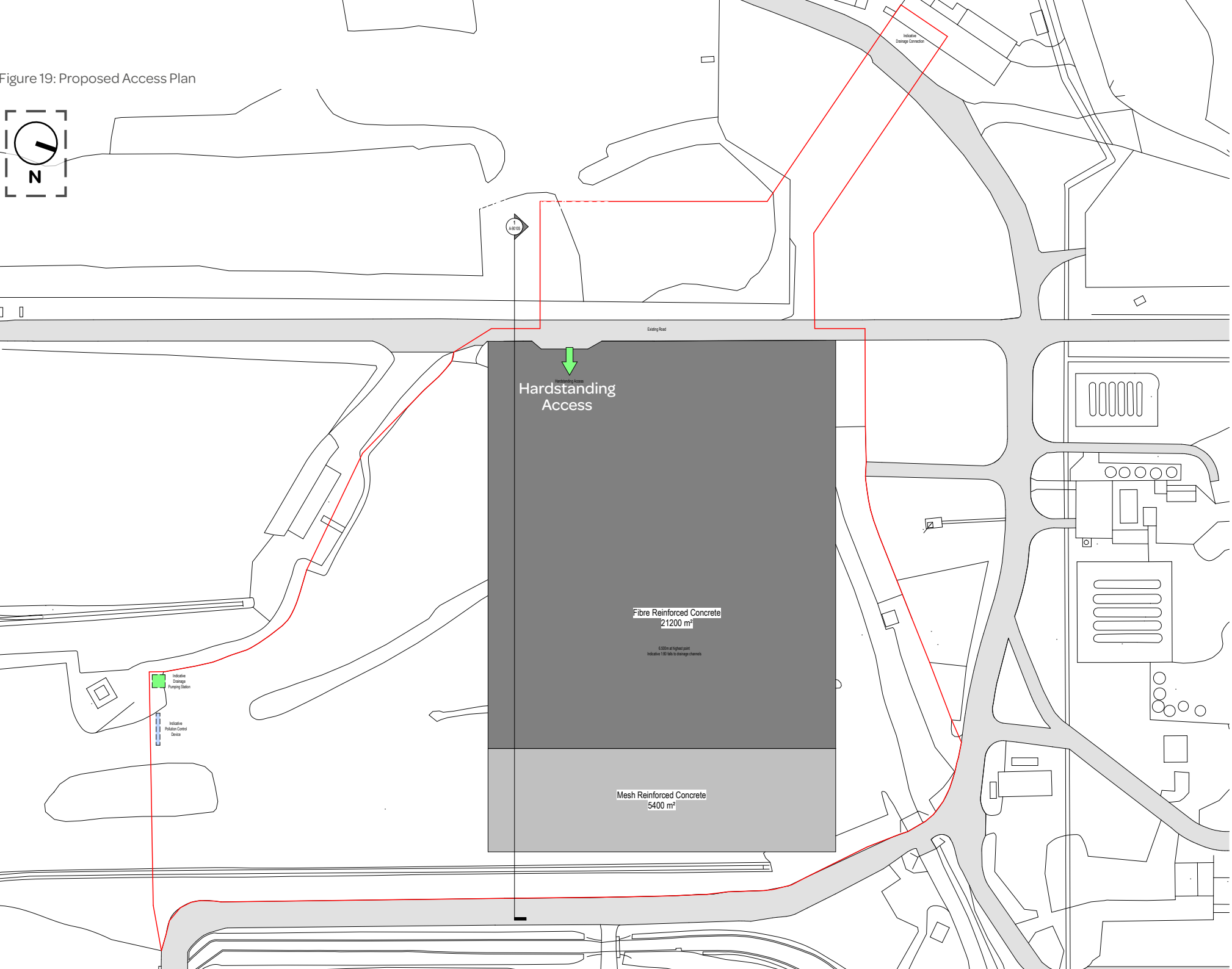
Vehicular access to the development site will be provided from within the existing TSUK site and accessed predominantly via the existing Main Gate site off the A4241 Harbour Way.

The proposed access is sufficiently wide enough to accommodate HGV movements and will be managed appropriately by TSUK. The internal road that the site is accessed from is straight in alignment and visibility in excess of the visibility requirements is achievable in both directions.

Pedestrian / cycle access to the development site will continue to be provided via the existing Main Gate Access off the A4241 Harbour Way.

The existing internal road network which is currently used by frequent two-way HGVs will continue to be utilised to access the site and sufficient parking for construction workers will be provided within the TSUK site.

Figure 19: Proposed Access Plan



Ecology and Green Infrastructure

Excess spoil and soil excavated from the application site will be relocated around the site as mounds and bunds, preserving the seed bank and expanding the mosaic grass habitat cross the wider steelworks site. These new mounds will be untreated and left as bare earth features allowing self-colonisation to take place to replicate the spoil heaps across the wider site. The newly formed spoil or soil mounds will not be seeded with any commercial seed mix, allowing the existing seed bank to thrive. Appropriate locations include:

- To fill gabion baskets with a mix of site spoil from P Fields to form modular biodiversity baskets.
- To create some roadside bunds to provide some mitigation to road verges preventing damage from site vehicles. There is precedent for this within the wider operational area and this will further expand the open grass mosaic across the site.

- To create open mosaic scrapes in suitable locations across the steelworks site and on land controlled by TSUK.

The created open mosaic habitat will be subject to annual monitoring for a minimum of five years from the start of operation to assess the extent to which plant populations are establishing in the green space.

The mitigation, compensation and enhancement will ensure a positive biodiversity outcome in the context of achieving a net benefit for biodiversity (NBB) meeting the requirements of Environment (Wales) Act 2016 and Planning Policy Wales (PPW 12).

Reptiles are present on Site and a PWMS alongside an ecological clerk of works will ensure any construction works will have no negative impact on the on-site reptile population.

The operation stage is not considered likely to cause any additional negative effects on ecology after mitigation.

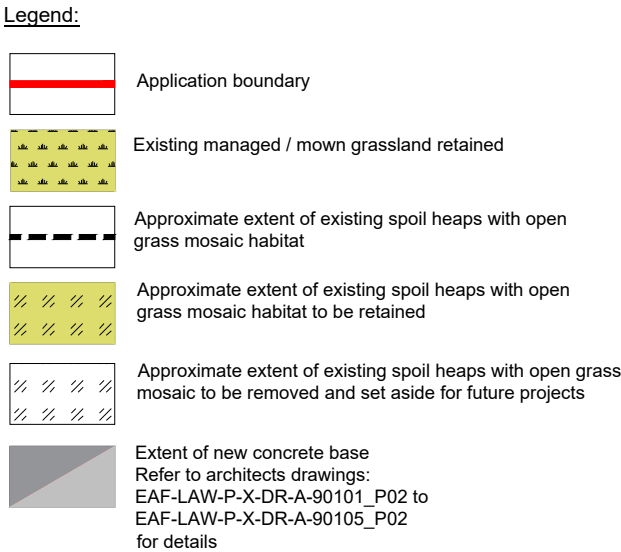
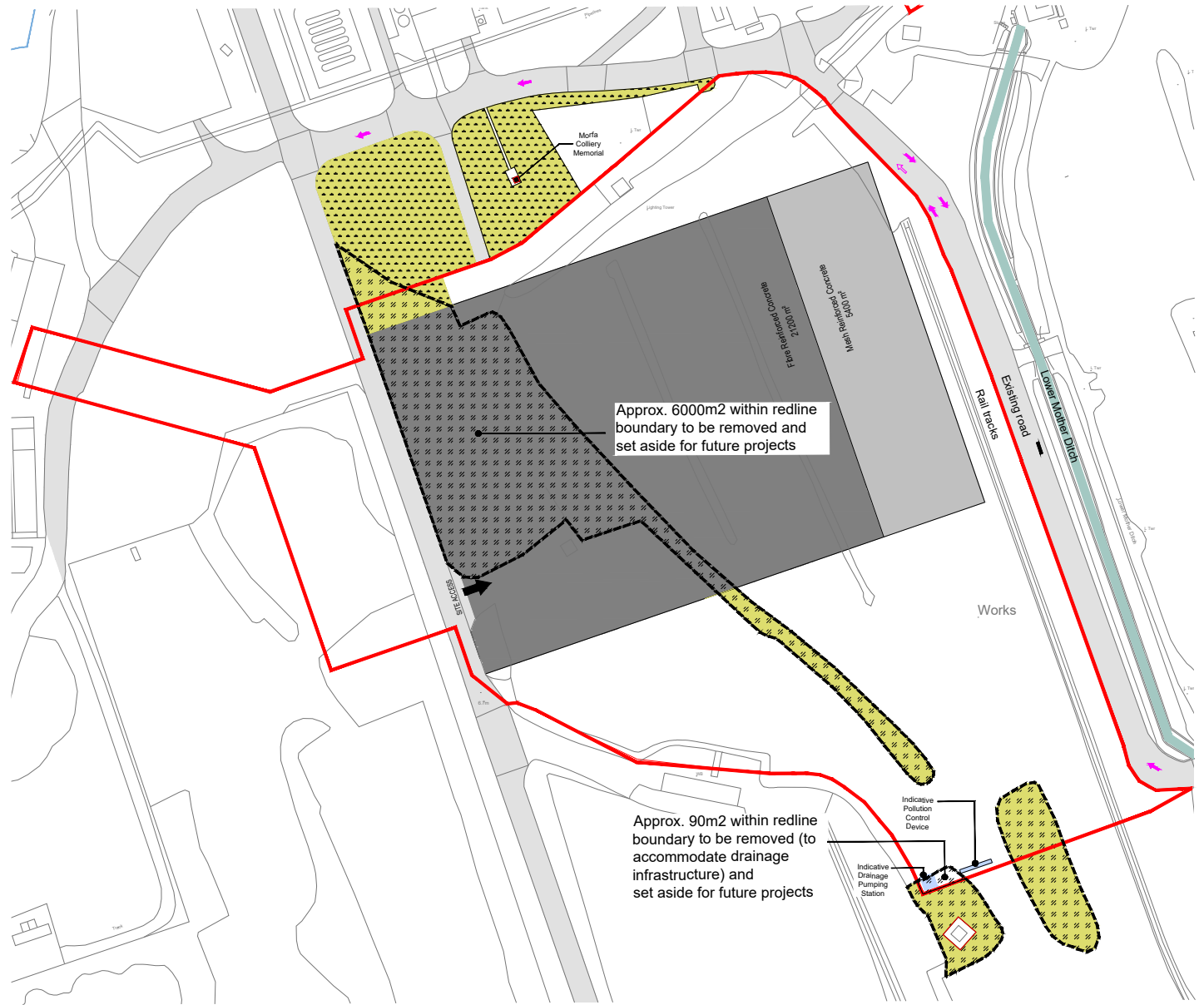


Figure 20: Proposed Landscape Mitigation Plan



Drainage

Consideration has been given to the potential of contamination of the existing surface water system. The future aspirations for the steelworks drainage system is proposed to have two main surface water systems across the site, comprised of the contaminated stream and the clean water stream. The proposed development for the P Fields area shall ultimately be part of the contaminated stream. Surface water shall be directed within a piped system to the on-site wastewater treatment works, prior to being discharged into the Bristol Channel.

The proposed site use and layout constraints makes the use of SuDS difficult. The contaminated stream is comprised of a piped

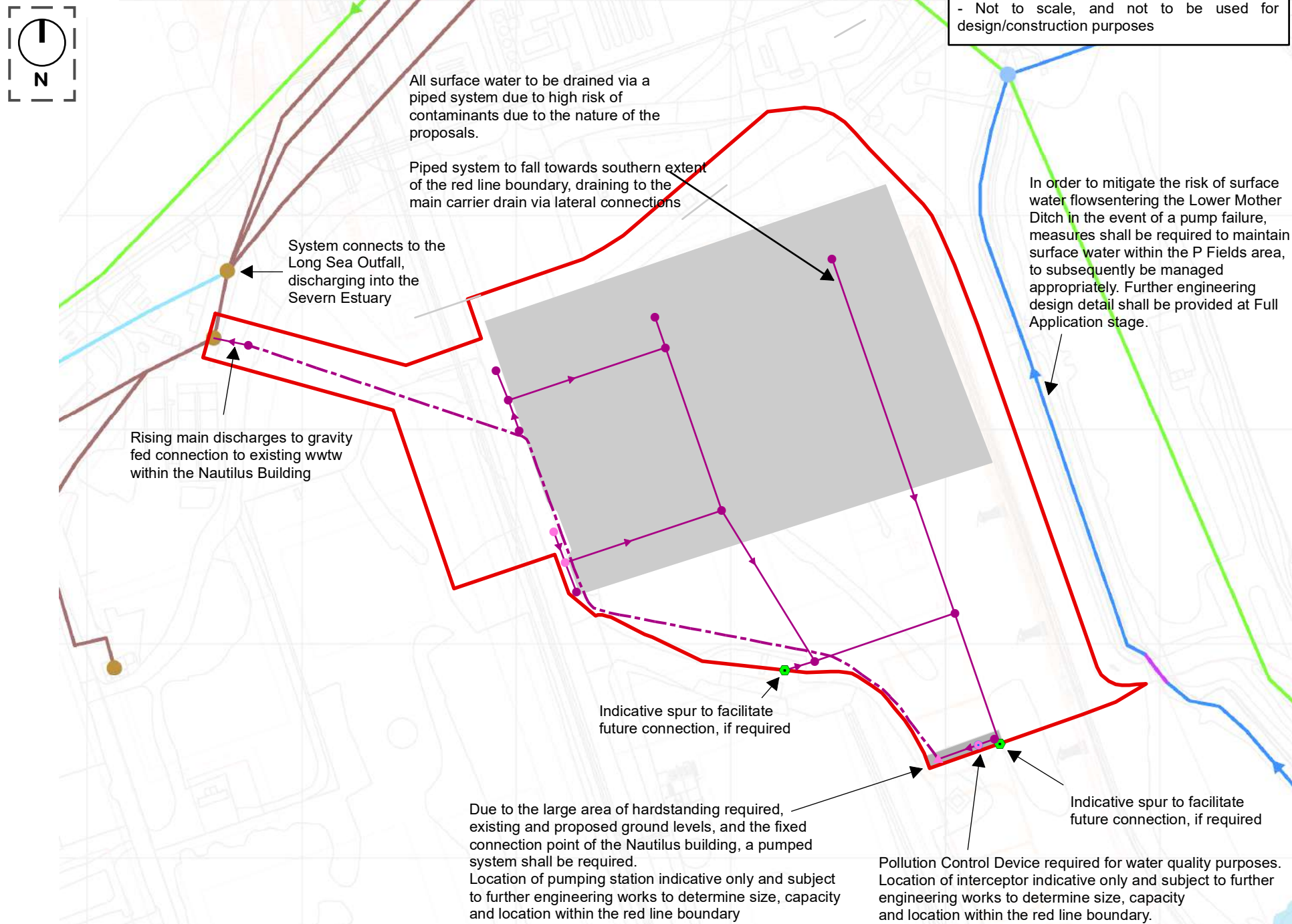
system conveying surface water directly to on-site wastewater treatment systems prior to being discharged into the Bristol Channel. Therefore, amenity and biodiversity benefits are not obtained via the contaminated stream. However, discussions are ongoing with the Council on wider configuration of the steelworks site. This will maximise amenity and biodiversity benefits across the site through the use of SuDS features via the clean water stream.

As the site shall retain in single ownership, long term management and maintenance shall be undertaken by TSUK, and the system shall not be offered for adoption by the SAB.

Legend

- Planning Boundary
- Junctions (Surface Water)
- Ordinary Watercourse
- Culvert
- Existing Surface water network
- Waterbody
- Existing Process line
- Existing Long sea outfall
- Process Systems
- Indicative pumping station location
- Area of hardstanding
- Proposed Nautilus Connection
- Proposed Interceptor
- Proposed Pumping Station
- Access Chamber
- Proposed Rising Main
- Proposed Lateral Drain (gravity)
- Future Connection

Figure 21: Proposed Drainage Plan



Landscape Visual Impact Assessment

The development Site is located within the established industrialised part of the Port Talbot steelworks. The proposals would involve levelling earthworks and the commensurate relocation of an area of open mosaic habitat to enable the creation of a circa. 2.66ha concrete hardstanding area. The proposed development would result in a very small perceived increase in industrial development but would not be viewed as an incongruous new feature within the landscape.

There would be no effects greater than minor/negligible for landscape and visual receptors with the exception of walkers on the inland

section of the Wales Coast Path, Braided Route, and other nearby associated PRow, who would experience effects ranging from minor to minor/negligible significance. Any such effects would initially be adverse in nature in the short to medium term, but becoming neutral in nature as the open mosaic habitat becomes re-established as part of wider green infrastructure improvements.

There would therefore be no long term adverse landscape or visual effects as a result of the proposed Development.



04

Summary

Conclusion

The proposed development is for the construction of concrete hardstanding on land at 'P' Fields, Port Talbot Steelworks in Port Talbot. The hardstanding will cover an area of circa 26,600m². The hardstanding will serve an essential operational need for TSUK and will support ongoing operations across the wider steelworks, including decommissioning of large scale assets relating to closure of the Port Talbot heavy end configuration and ongoing critical maintenance projects.

The proposed concrete hardstanding delivers the technical and engineering specification required for the site to carry out its required functions, both now and in the future. Such hardstanding areas closely related to industrial use, buildings, plant and machinery are an established feature of the steelworks. Its design will be successfully absorbed into the heavy industrial fabric of the steelworks site.

The proposed area of hardstanding will continue to operate as part of the existing TSUK site. The development will not generate any new traffic to the local highway network post construction and existing access routes to the site will be utilised.

The proposed development of the site will take place on habitats that primarily include open mosaic (ephemeral) and bare ground. Bespoke habitat creation schemes will see this habitat moved and used in the wider steelworks to create spoil mounds, bunds and fill gabion baskets in order to create new areas of ephemeral habitat. This will ensure that there is no net loss of this habitat within the steelworks.

The site is located within an established industrialised area. In this context, the proposed development would result in a very small perceived increase in industrial development. It would not be viewed as an incongruous new feature within the landscape and there would be no long-term adverse landscape or visual effects as a result of the development.

The report confirms that the site is located within Flood Zone B within the Development Advice Map. A Flood Consequence Assessment for the site is not required. The site is also confirmed to be at very low/ low risk of surface water flooding and very low risk of flooding from rivers and the sea.

The analysis demonstrates that the proposal represent an appropriate response to the site and that there will be no negative impacts that cannot be appropriately mitigated. The positive benefits of the proposal relating to supporting to the existing and ongoing operations at the wider steelworks represent a significant consideration in favour of the proposed scheme.

Turley