

Vision

Generations of Opportunity

The Port Talbot Margam works were constructed and operational in the early 1920s, with the Abbey works following in the 1950s. Much of the Margam works' assets remained operational and were used in conjunction with the Abbey works 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 steelworks 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.

What changes are planned?

Tata Steel needs to modernise its operations in order to decarbonise the steelworks and better address the impacts that it has on the environment. There is a critical requirement and agreement with the UK Government to decarbonise the steelworks. Failure to do so will render the long-term operation of the steelworks unsustainable. Decarbonising the steelworks is critical to the national greenhouse gas reduction targets set by UK and Welsh Governments.

In order to decarbonise the steelworks, Tata Steel is proposing to develop new options for more sustainable steel production to the existing Port Talbot Steelworks. This will be in the form of a newly proposed Electric Arc Furnace (EAF) to help promote more carbon friendly industrial development.

This will help to align with local ambitions for long term growth and regeneration with key stakeholders such as the South Wales Industrial Cluster (SWIC) and Net Zero Industry Wales (NZIW), promoting more sustainable industrial development in the region.



What is an Electric Arc Furnace (EAF)?

An EAF is an alternative means of steel production that is not reliant on traditional fossil fuels. Instead, it melts scrap steel and metal through the electric heating of electrodes. This process generates less carbon and has a lesser impact on the environment. Additionally, this facility will be able to utilise the abundant supply of scrap steel currently exported from the UK whilst removing the reliance on imported iron ore.

This document focuses on the proposal for the installation of an EAF at the Port Talbot Steelworks and associated engineering works across the Site.

Development of the EAF will help to secure the future of steel production at Port Talbot by decarbonising the steelworks, reducing its environmental impacts and making the steel production process more efficient. The EAF will also allow Port Talbot Steelworks to make use of excess scrap steel produced natively within the UK which is currently exported overseas improving the resilience of the supply chain.

Once the EAF is fully operational steel production levels will be maintained at current levels. It is anticipated that there will be a total of 5,720 FTE Tata Steel UK jobs post the EAF transition, sustaining steel production at the Port Talbot Steelworks and protecting employment in the long term.

EAF Steel making and the Circular Economy



Figure 14: Circular Steel Economy Diagram

Proposed Development Summary

Tata Steel is proposing the construction and operation of a new EAF based steel production facility and associated infrastructure within the existing Port Talbot Steelworks boundary, in Port Talbot ('the Proposed Development'). The Proposed Development forms part of a £1.25bn investment that is the largest in South Wales industry for many decades. It will secure steelmaking in Port Talbot for the foreseeable future.

This will create a high-tech, green future for Britain's largest steel business and bolster UK steel security. It would cut the CO₂ emitted at the Site by about 90%, equivalent to 1.5% of the UK's total direct emissions. 75% of raw materials will be sourced from the UK, up from 10% today helping to maintain the country's self-sufficiency in steel making and ensuring our steel production is more resilient to adverse global events.



Figure 15: Indicative View of the Proposed Development



Breakdown of the Proposed £1.25bn Investment

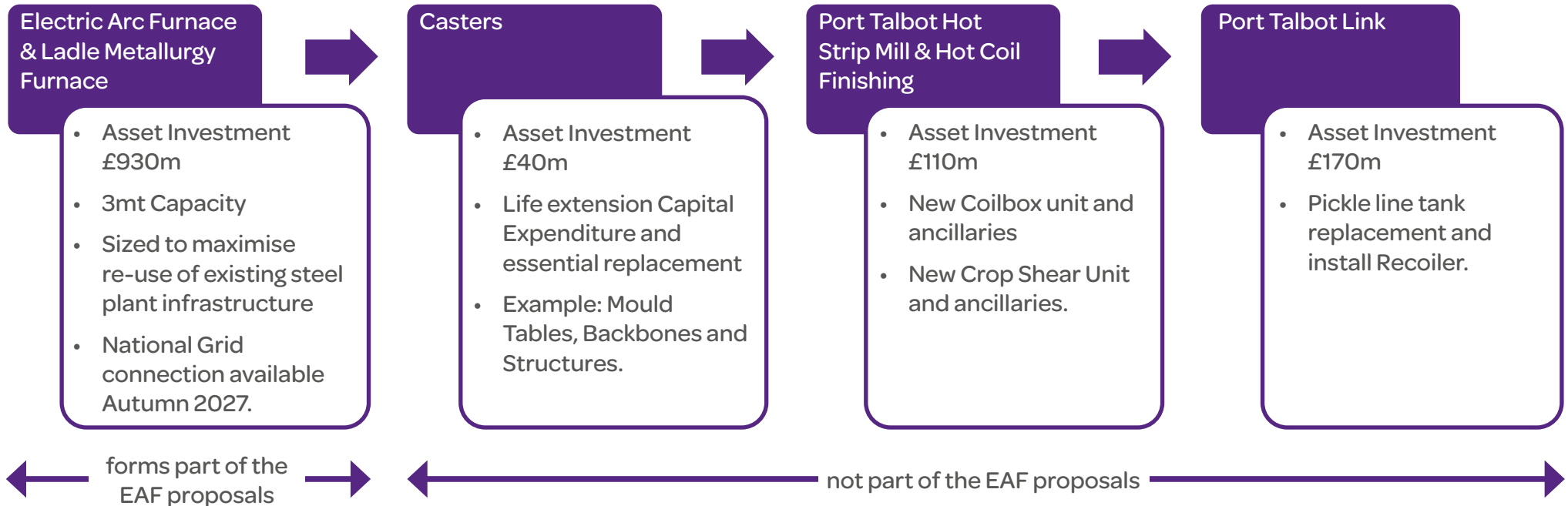


Figure 16: EAF (Getty Images)



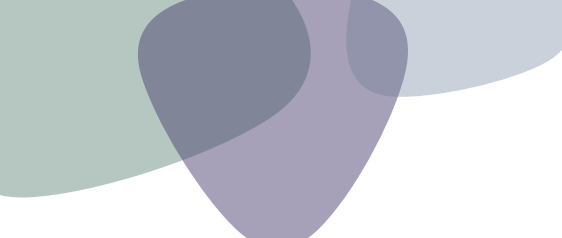
Figure 17: Ladle metallurgy furnace (Getty Images)



Figure 18: Hot rolling (Getty Images)



Figure 19: Cold rolling mill (Getty Images)



Decarbonising Port Talbot

The majority of carbon emissions produced by the existing Port Talbot Steelworks originate from the two blast furnaces which produce pig iron from iron ore and coking coal. The pig iron is subsequently used to produce steel at the BOS plant.

This method of iron making inherently produces large amounts of carbon dioxide (CO₂) due to the use of coal in the process.

Three options were considered when deciding on how to de-carbonise steel making at Port Talbot:

- Retrofit the iron making processes by utilising Carbon Capture, Use and Storage (CCUS) with the existing blast furnaces
- Replace carbon in iron making processes
- Focus on steel recycling

The following page spread covers these options in greater detail.

Option 1: Retrofit existing iron-making processes through the use of Carbon Capture, Use and Storage (CCUS)

The focus of this idea is to utilise CCUS technologies to capture the CO₂ emissions produced by the blast furnaces. These emissions would then be safely stored or used in other industrial processes.

Key Points

- CCUS is established in other sectors but not yet applied at scale in the steel industry.
- Only one steel-maker in the world captures and stores CO₂ at an industrial scale with a capacity of only 1/8th of Port Talbot's emissions.
- Continued long-term reliance on coal is unlikely to be acceptable to policymakers or society.

Pros

- Established iron-making technology.
- Existing assets (where not at end of life) remain viable.

Cons

- Port Talbot's heavy-end assets have reached or are reaching the end of their operational lifespans.
- CCUS has not been applied at scale in the steel industry.
- Perpetuates reliance on coal, reaching net-zero goals is infeasible through this route.

Option 2: Replace carbon in iron-making - Hydrogen (H₂) Direct Reduced Iron (DRI) & Electric Arc Furnaces (EAF)

This process replaces the use of coal in iron-making with hydrogen. The DRI is then melted to produce steel in an EAF.

Key Points

- Current DRI technology uses Natural Gas, a fossil fuel.
- Hydrogen based DRI is still being developed.
- Hydrogen made with renewable electricity in the DRI production process offers a route to CO₂ free iron-making.

Pros

- Avoids using coal.
- Natural Gas - DRI and EAF technologies are well established.
- Suitable for a wide range of steel grades.

Cons

- Green hydrogen unlikely to be available at scale in the UK until 2035, making this process reliant on Natural Gas at least until then.
- Port Talbot heavy-end assets reaching the end of their operational lifespans.
- Hydrogen DRI facility uses more than five times more energy than an EAF.
- Interim Natural Gas - DRI emits 1.5 ton CO₂ per ton of DRI.

Option 3: Focus on steel recycling using Electric Arc Furnaces (EAF)

The EAF process focusses on recycling scrap steel. Virgin iron sources can additionally be added to the scrap.

Key Points

- The UK has a large surplus of scrap with c.8 million tons exported every year.
- Ultra-low emissions are achievable if electricity powering the furnaces comes from renewables.
- Electricity price is a key enabler.
- Use of additional iron source with scrap increases the range of steel products that can be made.

Pros

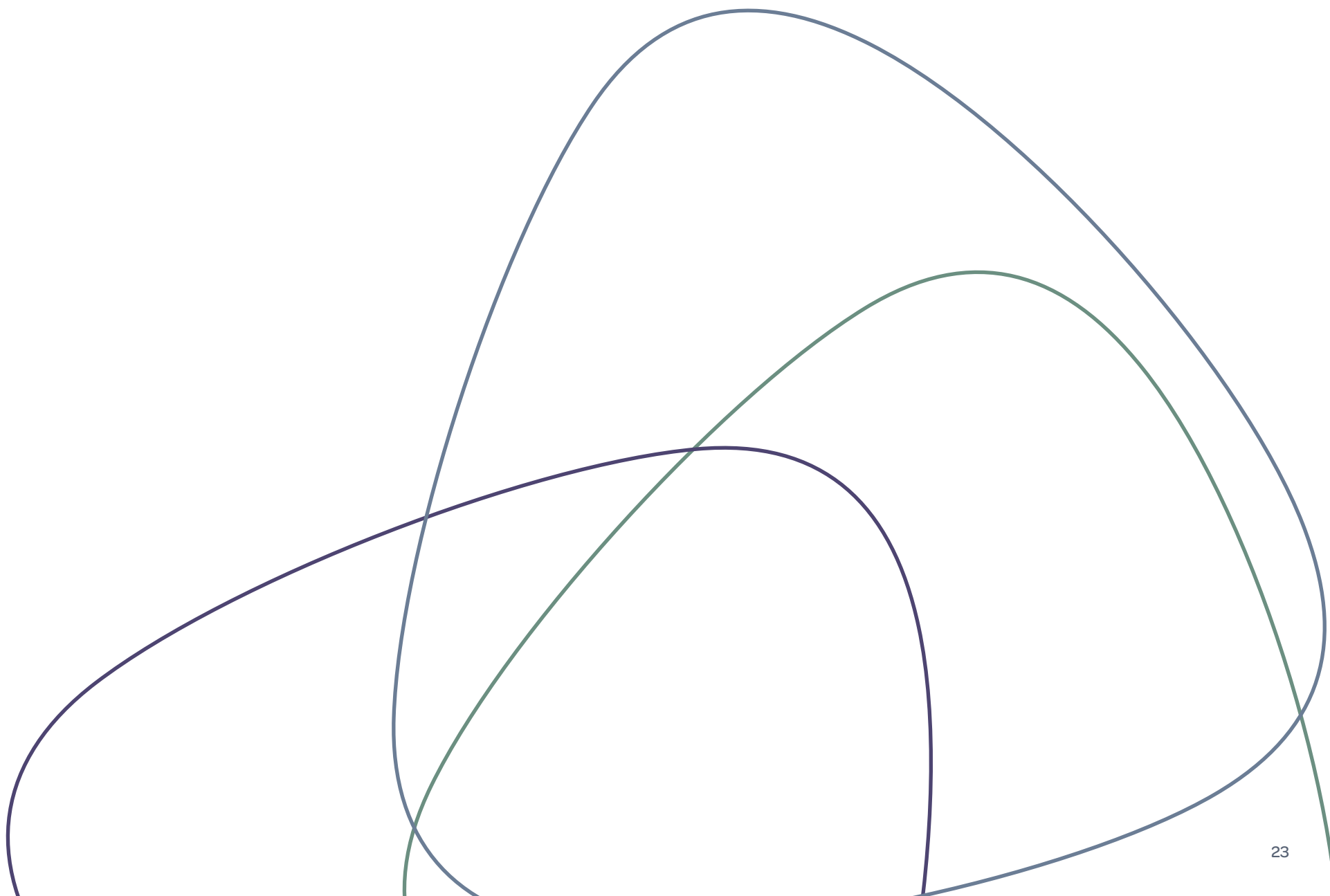
- EAF is an established and proven technology which is readily available now.
- Emissions are c. 80% lower than associated with blast furnace technology.
- There is an abundant supply of scrap raw material available in the UK (the UK is the largest exporter of scrap when compared to the EU).
- It represents a significant first step to reduce CO₂ to reach net-zero goals; and it is compatible with future steps including the use of green DRI.
- It will improve Tata Steel capability to make high-strength steel at Port Talbot.

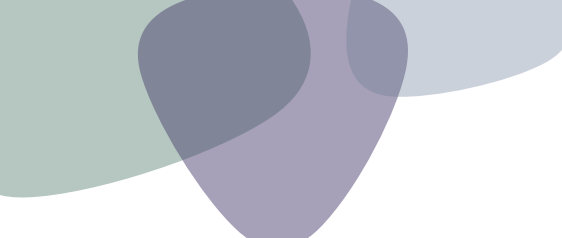
Cons

- Not all steel grades are proven using this route, with work on-going to mitigate any potential impacts.

02

Context Assessment





Design Policy Context

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 Proposed Development.

The current Development Plan comprises Future Wales: The National Plan 2040 (February 2021) and Neath Port Talbot County Borough Council Local Development Plan (NPTLDP), adopted in January 2016.

Other material considerations include:

- Planning Policy Wales (Edition 12, February 2024)
- Technical Advice Notes (TAN)
- Supplementary Planning Guidance (SPG).

Future Wales: The National Plan 2040

Future Wales (FW), published in 2021, addresses key national priorities, including sustaining and developing a vibrant economy, achieving decarbonisation and climate resilience and improving the health and well-being of our communities.

Neath Port Talbot County Borough Council Local Development Plan

Key policies of relevance to the design of the proposals 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 SP21 (Built Environment and Historic Heritage) requires the built environment and historic heritage to, where appropriate, be conserved and enhanced through high quality design and safeguarding features of historic and cultural importance, including listed buildings.

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 BE1 (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.

- Respecting site context within the local landscape.
- Utilising appropriate materials and landscaping/screening, where appropriate.
- Important local features are retained and enhanced as far as possible.
- Achieving and creating attractive, safe places and public spaces, taking account of 'Secured by Design' principles (including where appropriate natural surveillance, visibility, well lit environments and areas of public movement).
- Using resources as efficiently as possible.

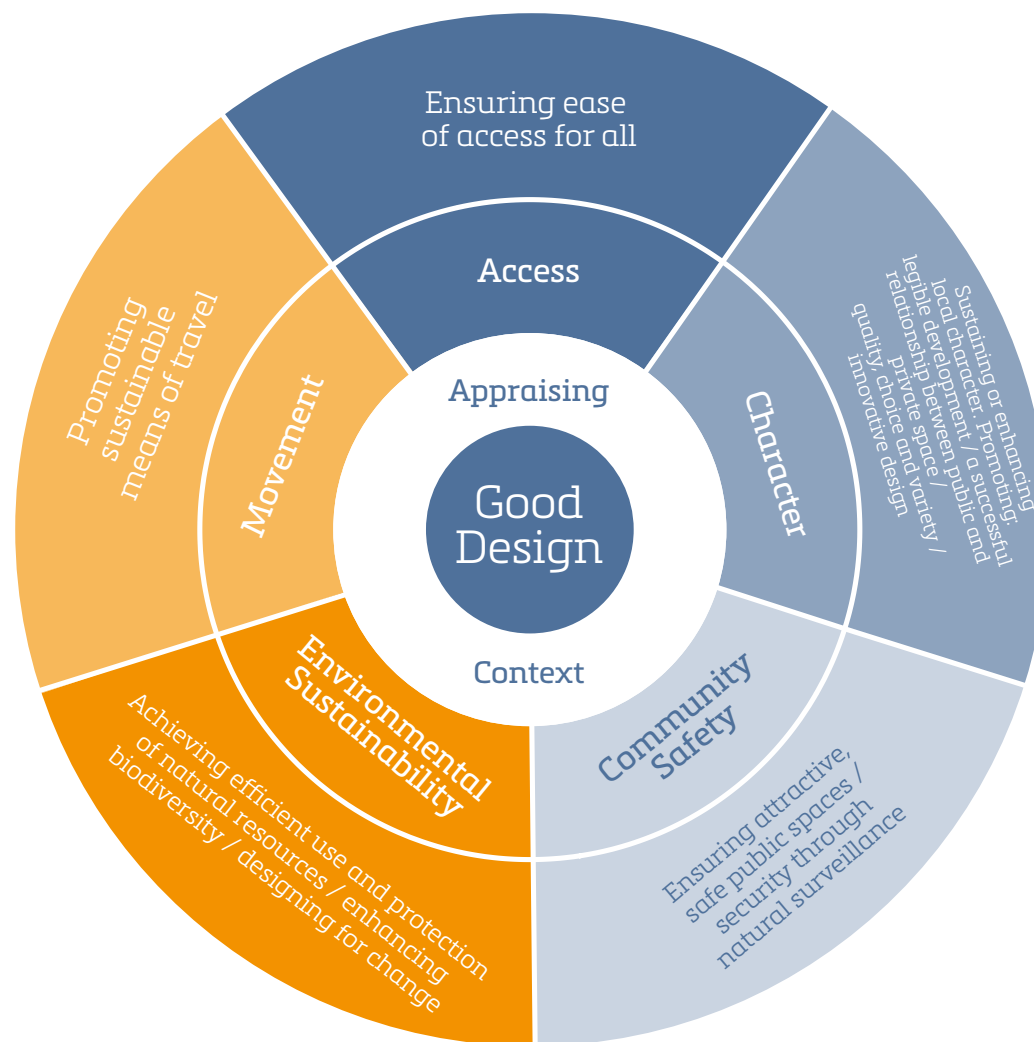
Paragraph 5.5.3 states that the character of most of the area derives from its industrial heritage, including the large scale steel industries.

Planning Policy Wales (PPW)

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

Paragraph 3.3 states that good design is fundamental to creating sustainable places. Design is not just about the architecture of a building but the relationship between all elements of the natural and built environment. To achieve sustainable development, design must go beyond aesthetics and include social, economic, environmental and cultural aspects of the development.

Meeting the objectives of good design should be the aim of all those involved in the development process and applied to all development proposals, at all scales. These objectives can be categorised into five key aspects of good design, as shown on the following diagram:



Technical Advice Notes

Technical Advice Notes (TANs) are supplementary documents to PPW. 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 (SPG)

Design SPG

This guidance was adopted in July 2017 and is a material consideration in the decision-making process.

With regards to the Tata 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.

The Port Talbot steelworks lies within a key 'Arterial Gateway'. The extent of the areas within which impacts on the gateways will need to be considered will depend on the nature and importance of the transport route and the character of the landscape, countryside or townscape in the vicinity of the gateway.

The character areas to the west of the M4 and railway line are largely either protected marshland or sand dunes, or industrial land either associated with the steelworks or Kenfig Industrial Estate. New developments are most likely to take place within the defined industrial estate allocation, and in terms of their gateway impacts, should be designed in appropriate form for this location, avoiding any disproportionately large or prominent structure that will be significantly higher than existing buildings and would therefore be intrusive within the landscape when viewed from the adjacent higher-level motorway.

Planning Policy Wales

Access and inclusivity

- Place people at the heart of the design process
- Flexibility in use
- Meet different needs
- Easy and inclusive access

Environmental sustainability

- Encourage decarbonisation
- Efficient uses of resources
- Green infrastructure an integral part of the design process
- Provide for biodiversity, climate protection; improve air quality

Character

- Consider layout, form, scale and visual appearance of a proposed development and its relationship to its surroundings

Community safety

- Create safe environments



Movement

- Existing infrastructure must be utilised and maximised, wherever possible
- Maximise accessibility by sustainable non-car modes

Technical Advice Note 12 Design

Safety

- Ensuring attractive and safe public spaces
- Security through natural surveillance

Environment

- Achieving efficient use and protection of natural resources
- Enhancing biodiversity
- Designing for change

Character

- Sustaining or enhancing local character
- Promoting legible development
- Promoting a successful relationship between public and private space
- Promoting quality, choice and variety
- Promoting innovative design

Movement

- Promoting sustainable means of travel

Access

- Ensure easy access for all

Neath Port Talbot Local Development Plan

Design Standards

- Design SPG 2017

Parking Standards

- Parking Standards SPG 2017

BE1 Design

- Complements character and appearance of the site
- Respects context
- Utilises appropriate materials
- Retain local features
- Full role in achieving integrated transport
- Barrier free environments with access to all
- Creates safe places
- Full role in achieving integrated transport
- Uses resources as efficiently as possible, including land, layout, using brownfield over greenfield and maximising solar gain
- Utilise drainage to limit surface water run-off, flood risk and prevent pollution



Welsh Language

- Welsh Language SPG 2017

SP1 Climate Change

- Develop cohesive places
- Reduce commercial transport emissions through encouraging alternatives
- Reduce dependence on the private car
- Take into account likely increased flood risk
- Reduce fragmentation of natural habitats

Pollution Standards

- Pollution SPG 2016

Historic Context

Port Talbot is an industrial town in the county of Glamorgan, with a population of around 50,000 people. The plan on the opposite page maps the pattern of development within the local area from the 1880s to the present day.

Settlement in this location is known to date back to the bronze age, but the main stimulus to modern industrial development began when the English Copper Company established works at Taibach in 1770. There was further development near Aberafan in 1820 when the Margam Tinplate Works opened, and at the same time there were the beginnings of iron production.

Rapid industrial growth resulted in construction of a new dock complex in the 1830s. The main line of the South Wales Railway reached Port Talbot in 1850.

In the late 19th Century iron and steel overtook copper as the main local product and export, along with coal. By the mid-20th Century Port Talbot had become a steel producing town of international importance.

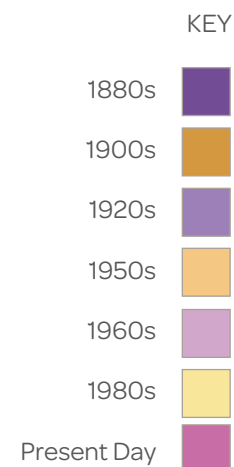
The population of the town expanded rapidly during the immediate post-war period, and connectivity was enhanced by the construction of the M4 in the 1960s. The development of the Aberafan Centre in the 1970s enhanced the town centre retail offer.

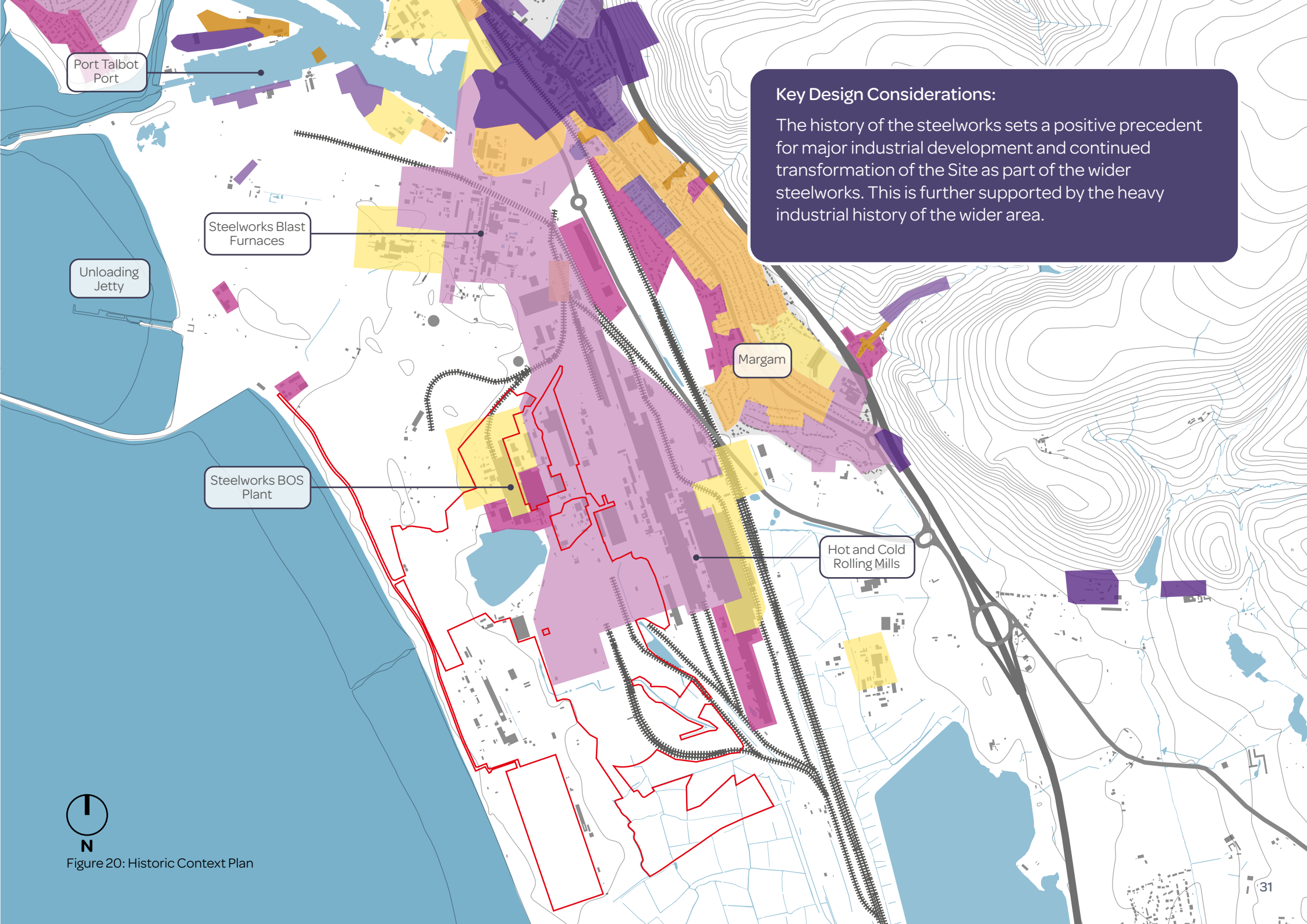
Port Talbot Steelworks

Steel making at the Port Talbot site dates back over 100 years. Key developments have included the Margam Iron and Steel Works in the 1920s, and the Abbey Works in the early 1950s. These sites formed part of the Steel Company of Wales.

At the time of peak employment in the 1960s the Abbey Works had become both Europe's largest steelworks and the largest single employer in Wales, with a labour force of 18,000 people.

Today, Port Talbot Steelworks is one of Tata Steel's two European steelmaking and processing plants. The plant produces hot rolled and cold rolled coil and employs around 4,000 people.





Port Talbot Port

Unloading Jetty

Steelworks Blast Furnaces

Steelworks BOS Plant

Margam

Hot and Cold Rolling Mills

Key Design Considerations:

The history of the steelworks sets a positive precedent for major industrial development and continued transformation of the Site as part of the wider steelworks. This is further supported by the heavy industrial history of the wider area.



Figure 20: Historic Context Plan

Views

Landscape Setting (wider context)

A Landscape and Visual Impact Assessment (LVIA), prepared by RSK, has been produced alongside this DAS.

The LVIA describes Port Talbot as sitting within National Landscape Character Area (LCA) 38, Swansea Bay and describes the key distinctive natural, cultural and perceptual characteristics of this area as a mix of *“narrow coastal plain, extensive soft coastline, steeply rising hills, urban areas and heavy industry”*.

The Site straddles two neighbouring LCAs: LCA 50: Port Talbot Docks and Margam Works and LCA 1: Margam Marsh as defined by the Neath and Port Talbot Landscape Assessment. LCA 50 comprises of large-scale heavy industry which forms the vast majority of the Site. The remaining area of the Site is located within LCA 1, which consists primarily of unmanaged marsh grassland and primarily forms the route for the underground electric cable.

Key visual and sensory characteristics of the area include:

- Large scale heavy industry and Port Talbot docks, a deep water port.
- Skyline dominated by the steelworks.
- Flat landscape.
- Smaller industrial units around the docks and next to the town centre.
- The strong character of the area is dominated by overpowering and noisy heavy industry.

The wider area has a highly distinctive landscape character. The large scale industrial areas in and around the steelworks are part of that landscape and in particular create a unique skyline punctuated by vertical elements.

Figure 21: View across existing Port Talbot Steelworks

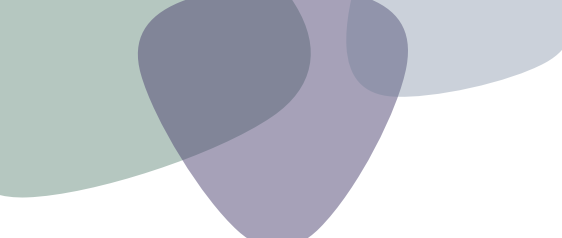


Landscape Designations

The Gower National Landscape, designated for its scenic quality at a national level, is located approximately 13 km to the west of the Site. Any potential visibility would be greatly limited by intervening distance and development would be difficult to discern separately from the existing steelworks.

There are 3 non-statutory landscape designations – Special Landscape Areas (SLAs) - within the study area: SLA 4 Margam; SLA 6 Kenfig Burrows; and SLA 8 Porthcawl Coast. Margam Mountain Landscape of Special Historic Interest sits within SLA 4; however it is outside the ZTV for the development Site.





Topography

The steelworks sits within a low lying coastal plain to the north of Margam Moors and to the immediate edge of the Swansea Bay shore line. Margam Moors is characterised as low-lying enclosed wetland pasture set on reclaimed salt marsh. To the east of the town, the landform banks up to three mountain peaks which create a ridge effect and forms the edge of the town on the western side. The ridge effect means that Port Talbot, the steelworks and the Site are largely screened from the wider landscape.

Open Space

The industrial and utilitarian character of the steelworks means that open space is limited to peripheral and 'ad hoc' areas between operation areas and stock-piling areas. These are largely unmanaged areas of semi-improved grass and scrub. There are no areas of public open space within the steelworks or in proximity to the Site.

To the east of the steelworks, beyond Harbour Way and the railway corridor, are several open spaces within and adjacent suburban area.

Landscape Character

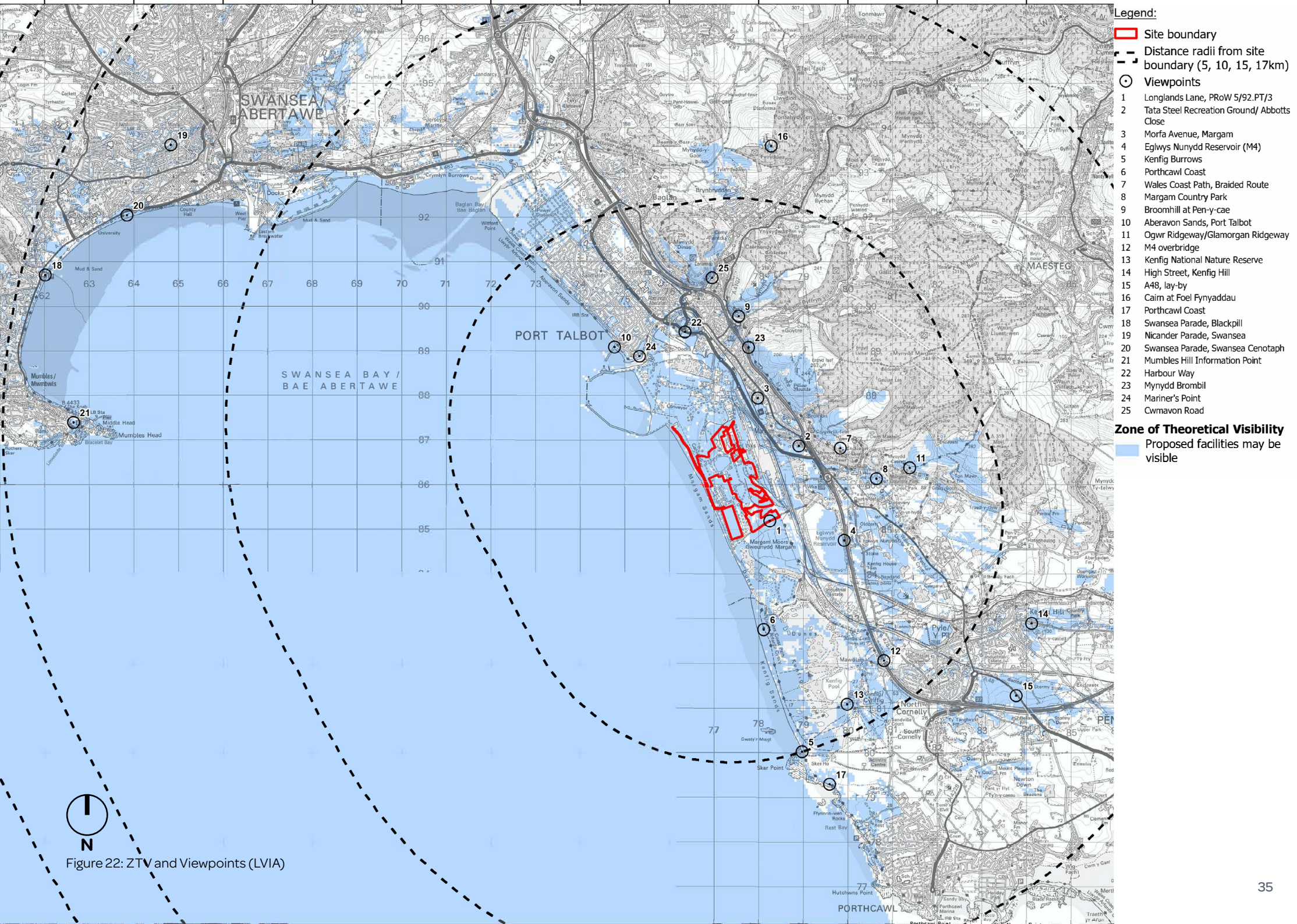
Locally, changes in landscape character relate to the enclosure of the landscape, extent of built form, the influence of human activity and vegetation. Within the steelworks, the scale of buildings, road infrastructure and limited landscape features gives a feeling of exposure, vastness and a landscape which is not human in scale.

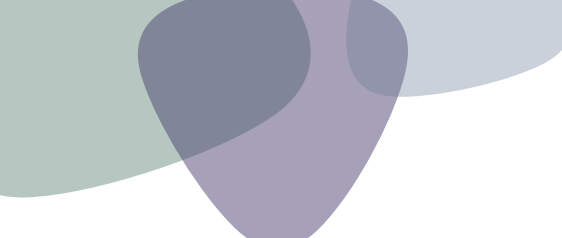
The local horizon line is broken by large scale structures associated with the industrial uses, including stacks, tall buildings and cooling towers. These appear irregular in view.

Visual Amenity

The LVIA identifies an approximate zone of theoretical visibility of the Proposed Development (see plan extract opposite). This represents the extent of area visible from within the Site and from which development on the Site is likely to be noticeable.

The LVIA identifies 25 representative viewpoints to reflect the range, character and quality of existing views towards the Site and the key visual receptors. For the purposes of this DAS, six of the viewpoints closest to the Site have been summarised across the following pages.





Viewpoint 1: Longlands Lane/public right of way (LCA 1)

Views of the Site consist of Margam Moors in the foreground which extend toward the steelworks in the middle and longer distance. Establishing scrub vegetation screens views into the existing brownfield land of the Site further to the north. The scarp slope and upland plateau form the backdrop to the northeast, with Mynydd Brombil Wind Farm a notable feature in the skyline.

Viewpoint 2: Tata Steel Recreation Ground / Abbotts Close (LCA 49)

View across the car park and sports ground towards the existing steelworks in the middle distance; views are somewhat cluttered by security fencing, overhead electrical lines, floodlighting and chimney stacks which regularly punctuate the skyline within the Tata Steel Site. Views of the Site are screened by the steelworks.

Viewpoint 3: Morfa Avenue, Margam (LCA 49)

View across the hardstanding and playing fields towards the existing steel works with associated sheds and chimney stacks in the middle distance. Views of the Site are screened by the steelworks, which itself is somewhat screened by intervening built form of Margam and tree and shrub vegetation.

Viewpoint 4: Eglwys Nunydd Reservoir (M4) (LCA 1)

Taken from privately owned (Tata Steel) land to approximate views from the motorway at this location. Views towards the Site consist of Eglwys Nunydd Reservoir in the foreground which extend toward the steelworks in the middle and longer distance. Tree and scrub vegetation softens views of the lower levels of the works. The scarp slope is just visible to the north, but the view is dominated by water and sky with the steelworks at its intersection.

Viewpoint 6: Porthcawl Coast just north of Sker Point (LCA14)

Views towards the Site across the Kenfig Sands and Burrows which extend toward the steelworks in the distance. The scarp slope and upland plateau form the backdrop to industry to the north and east, whilst the open sweep of Swansea Bay draws the eye to the west.

Viewpoint 23: Wales Coast Path near Mynydd Brombil (LCA 6)

Elevated views from the lower scarp slope towards the coastal plain to the south. The area of existing industrial development beyond the built form of Port Talbot defines the coastal edge at this location with Swansea Bay beyond. The existing steelworks are dominant in these views.



Figure 23: Viewpoint 1 - Longfords Lane/Public Right of Way (LCA 1)



Figure 26: Viewpoint 2 - Tata Steel Recreation Ground/Abbots Close (LCA49)



Figure 24: Viewpoint 3 - Morfa Avenue, Margam (LCA 49)



Figure 27: Viewpoint 4 - Eglwys Nunydd Reservoir (M4) (LCA1)



Figure 25: Viewpoint 6 - Porthcawl Coast just north of Sker Point (LCA14)



Figure 28: Viewpoint 23 - Wales Coast Path near Mynydd Brombil (LCA 6)

Access and Connectivity

Vehicular Access

At Port Talbot the M4 motorway has key junctions with the A48, A4107 and A474. The A48 is a key spine route through the town. The A4107 and A474 provide important inland connections including to Maesteg and Neath.

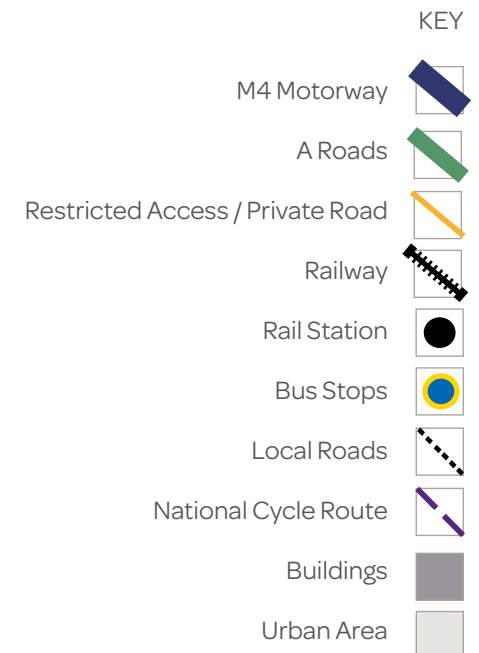
The A48 connects to the A4241 Harbour Way, which was opened in 2013. This runs adjacent to the wider steelworks site.

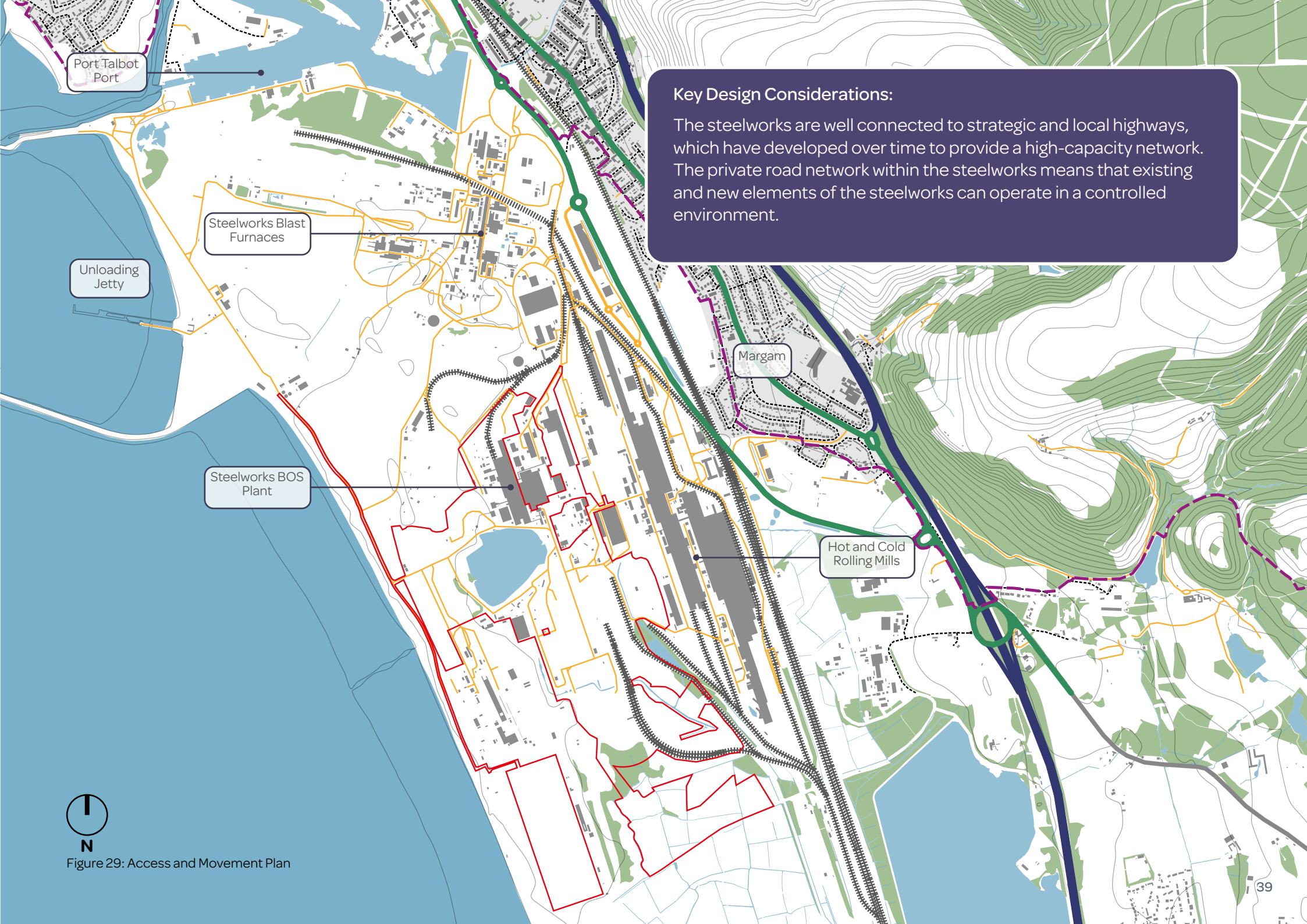
Due to the secure nature of the steelworks and the adjoining port areas to the north many roads to the west of Harbour Way are private roads with restricted access. This includes security lodges / gates. The Proposed Development will be accessed via this private road network.

Public Transport

The Site is well placed to encourage travel by public transport. The closest bus stops are located on either side of the A48 Margam Road, less than 0.5 miles from the main access gate. In addition, Port Talbot bus station, which provides additional bus services to other destinations such as Maesteg and Goytre and the wider national network, is located within an acceptable 1.2 mile walk distance.

Port Talbot Parkway railway station is also located within walking and cycling distance. The station offers regular direct services throughout the week to destinations including Neath Llanelli, Swansea, Manchester Piccadilly, Bridgend, Cardiff, Carmarthen and London, amongst others.





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 private road network within the steelworks means that existing and new elements of the steelworks can operate in a controlled environment.



Figure 29: Access and Movement Plan

Walking and Cycling

In addition, the Site is in close proximity to National Cycle Route (NCR) 4, which is located to the north-west of the main access gate and connects Swansea in the north with the outskirts of Cardiff in the south-east, whilst also providing a traffic-free link to NCR 887 in Port Talbot. NCR 887 runs in a south-west to north-east direction and provides a link between Port Talbot town centre and Glyncorrwg.

Summary

The Site and steelworks as a whole benefit from excellent access to the strategic transport infrastructure in this area of Port Talbot, including the dock, deep sea harbour, primary distributor road (Harbour Way), trunk road (M4 motorway) and local active travel (shared cycleway and footway) route.

Access to the Site on foot and by cycle is of a good standard and there are multiple transport connections within close proximity providing access to a range of local destinations. These findings demonstrate that existing and prospective staff will not be wholly reliant on the private car for travel to work.

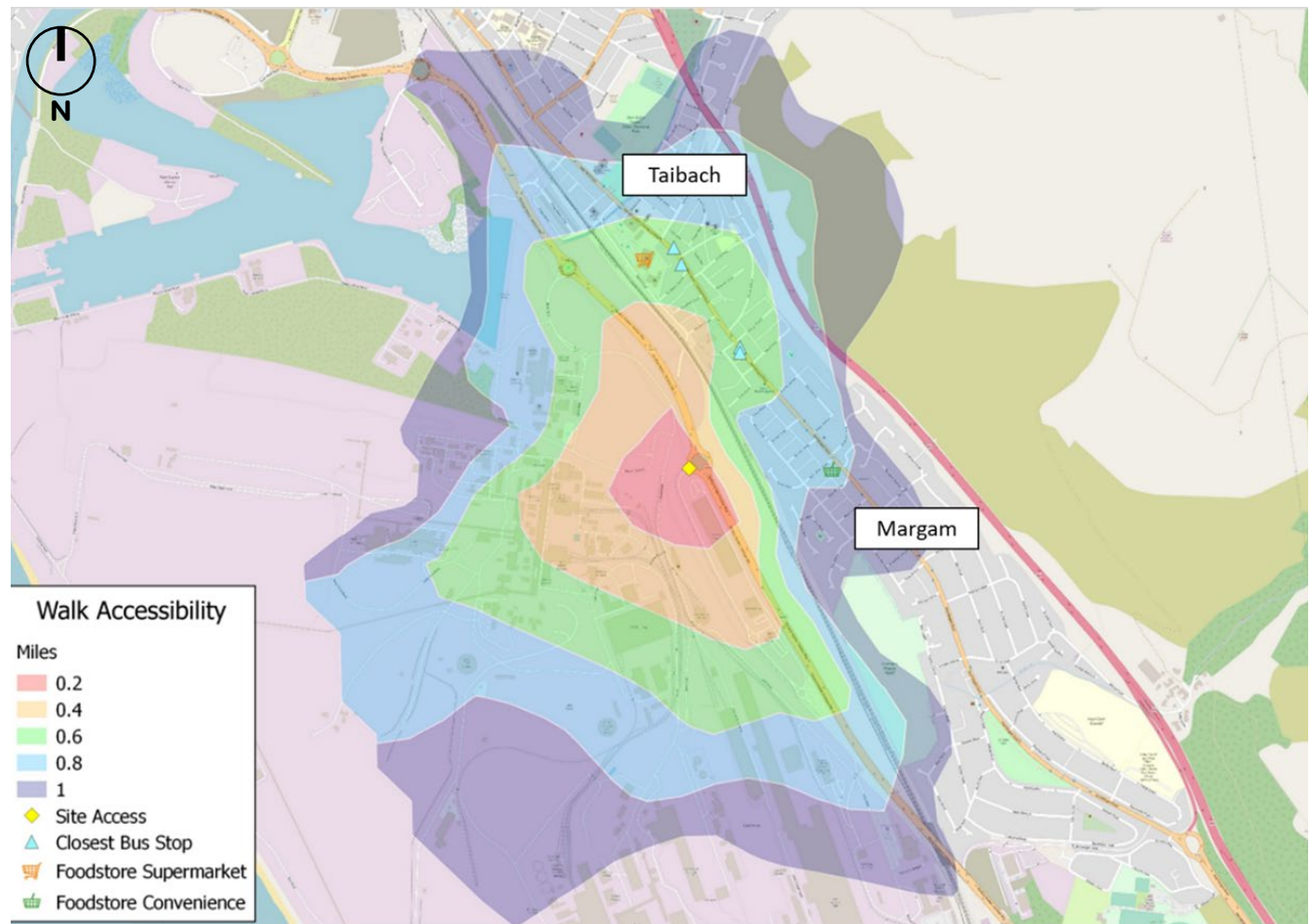


Figure 30: Walk Accessibility Plan (Transport Assessment)

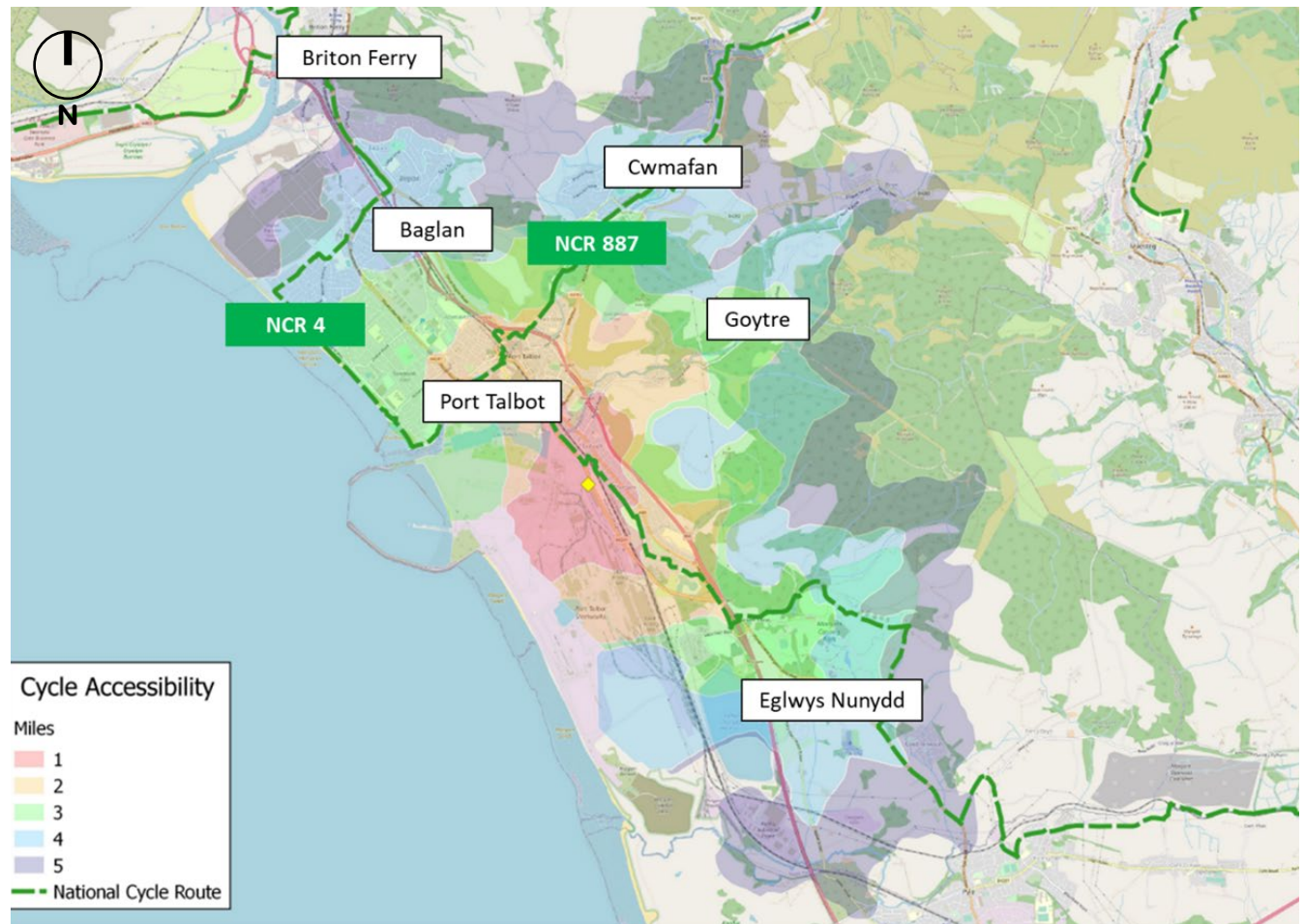


Figure 31: Cycle Accessibility Plan (Transport Assessment)

Land Use

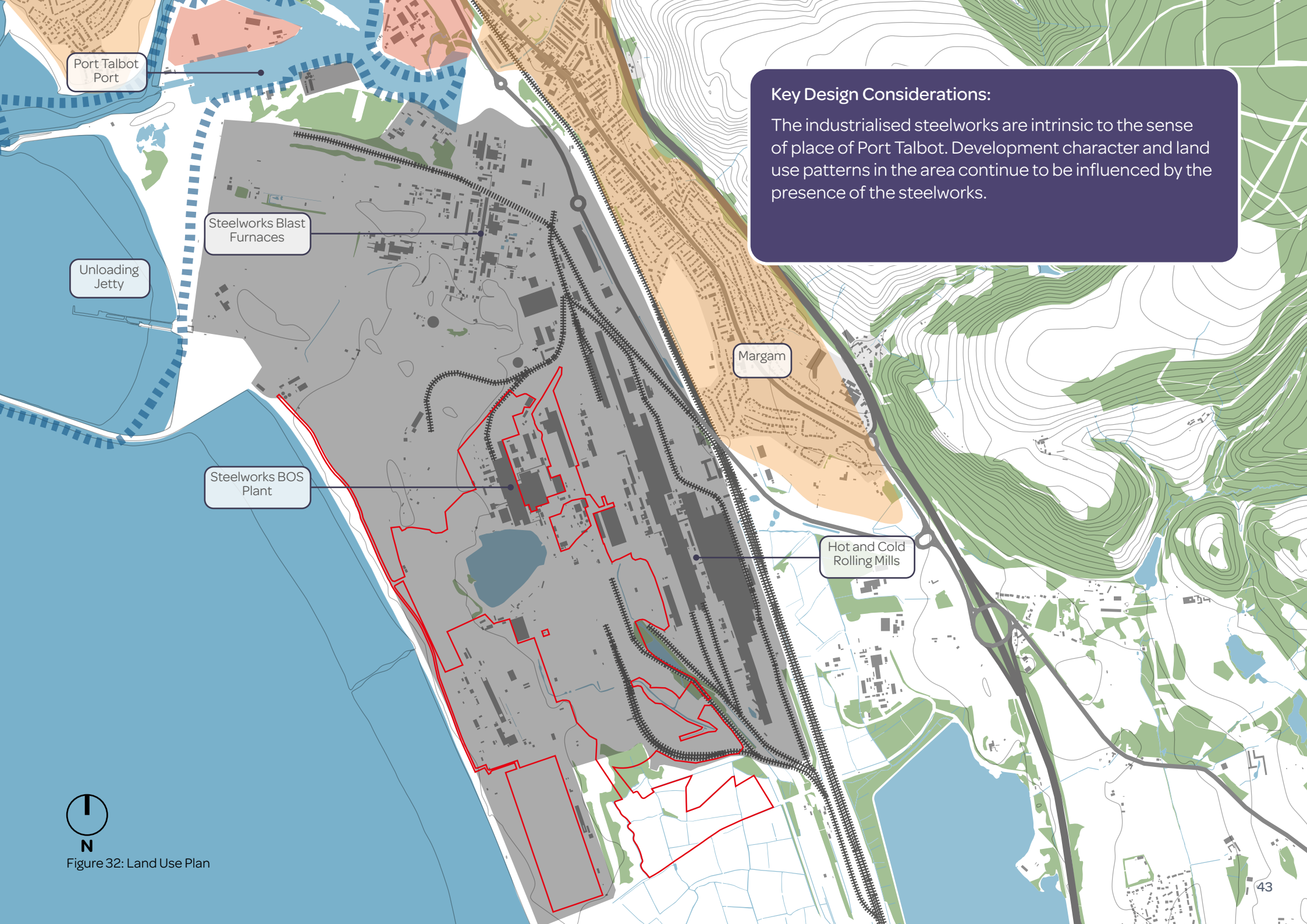
The spatial and socio-economic characteristics of Port Talbot are heavily influenced by its industrial past and present. This has shaped the town on a local, regional and national scale, and contributes to its unique sense of place.

The current land use profile of Port Talbot comprises a broad range of residential, industrial, commercial, town centre and port uses, set alongside open countryside and woodlands.

The Site is located within the heart of the large scale, heavy industrial area that extends south of the town centre. This industrial area, and the Site itself, is separated from the town centre and surrounding residential areas by the South Wales Mainline railway running approximately north-south.

Beyond the railway the urban area of Port Talbot stretches along the coastline, with the settlement pattern generally occupying lower lying ground before the land rises steeply to the north and east. There is a ribbon of coalescent settlements along the eastern side of the steelworks including Margam, Taibach and Pen-y-Cae. Large residential areas such as Aberavon, Sandfields and Baglan are located north of the steelworks complex.

KEY	
Railway	
Residential	
Industrial	
Commercial / Light Industrial	
Port Area	
Woodland Groups	
Waterbody	



Key Design Considerations:

The industrialised steelworks are intrinsic to the sense of place of Port Talbot. Development character and land use patterns in the area continue to be influenced by the presence of the steelworks.



Figure 32: Land Use Plan